THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 49 December 26, 1968

CYCLE NEWS

Christmas Shopping Guide WEST 25¢

ON & OFF THE ROAD FUN & GAMES

Yamaha mounted Steve Sturgill is caught here in a great looking broadslide by the camera of Manuel Burton. Manuel wins another Cycle News Photo Contest and will receive a crisp $10 bill for his efforts. More action like the above photo can be viewed this weekend December 15 at Perris Recreation Center near Perris, California when the Lightweights M.C. throws a benefit race for injured professional rider Clyde Litch.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

AMA NATIONAL CHAMPIONSHIP CALENDAR

(NOTE— These listings are incomplete. As more information from AMA headquarters is received, it will be published here.)

FRIDAY, FEBRUARY 7, 1969
35 LAP INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP by Pace Management Corp., Houston, Tex.(Astrodome).

SATURDAY, FEBRUARY 8, 1969
30 LAP INDOOR TT NATIONAL by Pace Management Corp., Houston Astrodome.

SUNDAY, MARCH 9, 1969
75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

SUNDAY, MARCH 30, 1969
95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

SUNDAY, APRIL 20, 1969
100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

SUNDAY, APRIL 27, 1969
90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

SUNDAY, MAY 4, 1969
175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

SUNDAY, MAY 11, 1969
DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SUNDAY, MAY 25, 1969
250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

SUNDAY, MAY 25, 1969
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

SAT., MAY 31, SUN., JUNE 1, 1969
500 MILE GREENHORN NATIONAL CHAMPIONSHIP ENDURO by the Pasadena Motorcycle Club, Pasadena, Calif.

SATURDAY, JUNE 7, 1969
DIRT TRACK NATIONAL CHAMPIONSHIP at Louisville Downs, Louisville, Ky.

SUNDAY, JUNE 8, 1969
115 MILE ENDURO by Back Mountain Enduro Riders, Dallas, Pa.

SUNDAY, JUNE 15, 1969
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP at Jennerstown, Pa.

SUNDAY, JUNE 22, 1969
15-MILE MINI ROAD RACE NATIONAL CHAMPIONSHIP by Pittsburg Racing Assn., Heidelburg, Pa.

FRIDAY, JUNE 27, 1969
25-LAP NATIONAL TT by Santa Fe Park Enterprises at Hinsdale, Ill.

SUNDAY, JUNE 29, 1969
CHARITY NEWSIES DIRT TRACK NATL. CHAMPIONSHIP 1/2-MILE at Columbus, Ohio.

SUNDAY, JULY 6, 1969
1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at San Jose, Calif.

SATURDAY, JULY 12, 1969
50 LAP TT NATIONAL by J.C. Agajanian at Ascot Park, Gardena, Calif.

SATURDAY, JULY 19, 1969
30-LAP TT NATIONAL by Mt. St. Helens M.C. at Castle Rock, Wash.

SUNDAY, JULY 27, 1969
20-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at Santa Rosa, Calif.

SAT., AUG. 2 & SUN., AUG. 3, 1969
110-MILE NATIONAL CHAMPIONSHIP ROAD RACE including 250cc Amateur and Expert race. Practice on Saturday. By Floyd Clymer, 222 N. Virgil Ave., Los Angles, Calif. At Indianapolis Raceway Park, Indianapolis, Ind.

SUNDAY, AUGUST 3, 1969
HILLCLIMB NATIONAL CHAMPIONSHIP (Class A Bikes) by White Rose M.C., Jefferson, Pa.

FRIDAY, AUGUST 15, 1969
SHORT TRACK NATIONAL CHAMPIONSHIP by Santa Fe Park Enterprises, Hinsdale, Ill.

SUNDAY, AUGUST 17, 1969
20-LAP TT NATIONAL by Peoria M.C., Peoria, Ill.

SUNDAY, AUGUST 24, 1969
15-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Scanlan's Promotions, Inc. at Sedalia, Mo.

MONDAY, SEPTEMBER 1, 1969
100 MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bushkill Valley M.C. at Nazareth, Pa. (TENTATIVE).

SATURDAY, SEPTEMBER 13, 1969
1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by J.C. Agajanian at Ascot Park, Gardena, Calif.

SUNDAY, SEPTEMBER 28, 1969
135 MILE NATIONAL ENDURO by Meteor M.C., Camden, New Jersey.

DIRT TRACK NATIONAL CHAMPIONSHIP by Mar-Car Inc., Oklahoma City, Okla.

SUNDAY, OCTOBER 5, 1969
25 MILE NATIONAL DIRT TRACK by J.C. Agajanian on Sacramento, Calif. mile track.

150 MILE ENDURO CHAMPIONSHIP by Riverside Bombers M.C., Riverside. Calif.

SUNDAY, OCTOBER 19, 1969
155 MILE ENDURO CHAMPIONSHIP by Midwest Enduro Team, St. Louis, Mo.

SUNDAY, NOVEMBER 9, 1969
125 MILE NATIONAL CHAMPIONSHIP ENDURO by Hayward M.C., Hayward, Calif.

WESTERN CALENDER OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

SUNDAY, DEC. 15, 22, 29th
HUNTINGTON BEACH CYCLE PARK open from 11 a.m. to 4 p.m. for sport riding. (714) 897-4458.

FIRST SUNDAY OF EVERY MONTH
MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH
MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Pac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

FRIDAY, DEC. 13, 27, FEB. 7, 14th
INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

SUNDAY, DECEMBER 15th
MOTO-CROSS, by Placerville M.C. – Limed on Hwy #50 4 mi. west of Placerville, Cal. AMA sanc. Mail entry til Dec. 1, $2.50, P.O. Box 311, Placerville, Calif. 95667. Post $3.50, for info call 622-0549.

CALIFORNIA STATE CHAMPIONSHIP MOTO-CROSS at Carlsbad. Mail entry $5, post $10. Entries close Dec. 10. P.O. Box 124 Reseda, Cal. 91335. Info: (213) 886-3116. **SEE AD THIS ISSUE**

ACA FINAL NATIONAL PTS. ROAD RACE at Riverside National Raceway. All classes G.P. Production & Sidehacks. Prac. 9 a.m., race 11:30 a.m. Pit gates open 8 a.m., close 10 a.m.

MOTO-CROSS at Deadman's Point, Apple Valley, Cal. by the Desert Challengers. Free entry to riders, big trophies. Prac. 8:30 a.m., first race 11 a.m.

SCRAMBLES by the Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Calif. AMA sanc. Prac. 10 a.m., races noon. Limed from Hwy 101 Bakersfield exit (Hwy. 166 East). Info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

BENEFIT MOTO-CROSS by the Groundshakers M.C. for Tom Scales. Water crossings. Limed from Boulder Hwy & Nellis Blvd., Las Vegas, Nevada. 11 a.m. Info: (702) 642-2621.

BENEFIT POKER RUN for Otto Bade by the Tandem's M.C. Start 8 to 10 a.m., deadline at close 1:30 p.m. Starts Inglewood Harley-Davidson, 901 N. La Brea (near Centinela) in Inglewood, Cal. K-10 Suzuki to be raffled off. Tickets to starters and finishers. Drill team show. Info: 664-1811.

TT SCRAMBLES by the Moto Club Latino in Mexicali, Mexico. Five classes, first race noon. At Mexicali take the road west toward Tijuana about five miles.

ENGLISH TRIALS at Miramar, Cal. Sign-up 8:30 a.m., trials 9:30 a.m. Overnight campout O.K. Limed from Interstate 5 and Genessee Av. turnoff at Miramar/La Jolla.

(Continued on page 3)

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MAIL TO: CYCLE NEWS, BOX 498, LONG BEACH, CALIF. 90801

DISTRICT 37 CHAMPIONSHIP TT SCRAMBLES by the Lightweights M.C. at Perris, Cal. Ltwts. 8 a.m., big bores at noon.

5th ANNUAL I.V.M.C. HARE & HOUND, AMA sanc., Dist. 38. Race 10 a.m., 12 miles south of Salton City at intersection of Hwy. 86 and 78.

5th ANNUAL STATE CHAMPIONSHIP HARE SCRAMBLES by the Buzzards M.C., limed from Four Corners, Cal. Start 10 a.m. Separate trail bike course. Info: (213) 962-4969, after 5 p.m.

WINTER SCRAMBLES at the Salinas Ramblers club grounds, Salinas, Cal. prac. & sign-up 9:30 to 11:30 a.m., race at noon. No machines under 200cc. Info: Bob Wayman, 324 No. Main St., Salinas.

DEC. 21, 1968 to JAN. 6, 1969

VACATION FOR CYCLE NEWS. There will be no paper published during the first and last weeks of the year. Happy holidays!

SUNDAY, DECEMBER 22nd

CANCELLED: The Lodi M.C. scrambles

TT SCRAMBLES by the Coachella Valley M.C. at Perris, Cal. AMA sanc. Dist. 37 point run. Prac. lightweight 8 a.m., heavyweights 12:30 p.m. Races: lightweights 9 a.m., heavyweights 1 p.m.

HARE SCRAMBLES by the Desert Challengers, limed from Lucerne, Cal. Start 10 a.m.

ROAD RACE at Carlsbad raceway. All licenses O.K. All classes. Info: Box 124, Reseda, Cal. 91335 or call (213) 886-3116. SEE AD THIS ISSUE

SUNDAY, DECEMBER 29th

BENEFIT MOTO-CROSS by the Feather River M.C. for the County Hospital. Track under the E. St. bridge in Marysville, Cal. Signup between 4:30 p.m. Saturday and 9 a.m. Sunday. Race 11 a.m. Info: 742-7785.

WEDNESDAY, JANUARY 1st

27-MILE PONDEROSA HARE SCRAMBLES by Greyhound M/C at Ponderosa Ranch, 15 miles east of Lancaster on Ave. J. Trophies to 50% of entries. Info: (213) 367-2907.

SUNDAY, JANUARY 5th

SAW MILL ENDURO by North Bay M.C. at Santa Rosa, Cal., AMA sanc. For info write North Bay M.C., 415 Davis Street, Santa Rosa, Cal.

PROFESSIONAL TT BENEFIT. All proceeds to Clyde Litch. At Ascot Park, 186th & Vermont, Los Angeles. (Gardena) $600 purse, AMA sanc. Wheelie contest, sidehack exhibition. Show starts 1 p.m. 1969 licenses required. $2.50 adm.

$$

HANGTOWN

MOTO-CROSS

Placerville, Cal.

JAN. 11 & 12, 1968

By: Dirt Diggers No. M.C.

PRIZE MONEY TO

Senior Classes

125 – 250 – Open

1st Pl. $100.

2nd Pl. 50.

3rd Pl. 25.

Jr. & Sr. Classes

PLUS

Side Hacks & Powder Puff

Mail entries close Dec. 31

$3.00 Jr. & $8.00 Sr.

Post entry $5.00 Jr. & $10.00 Sr.

$$

Bade benefit Road Run Dec. 15

The Tandems M.C. are organizing a benefit poker run Sunday, Dec. 15 for Otto Bade, injured on the recent Ensenada Tour.

Otto's kneecap was shattered and upper leg bone broken by a large rock thrown from a passing truck by a Mexican youth.

In addition to being off work four to six months, Otto's wife is expecting a baby in January. His insurance covered only part of his hospital bill, and nothing for the doctor bills.

The run will start at the Inglewood Harley-Davidson 901 N. La Brea in Inglewood 8 to 10 a.m. The run will be about 100 miles long and will end at Rowley Park in Gardena.

The Victor McLaglen and Ace of Clubs drill teams will perform at the end of the run. A K-10 Suzuki has been donated and will be raffled off.

There will be at least 15 trophies awarded for the best poker hands etc. There will be numberous other gift certificates and accessories awarded for other events planned.

The Tandems are asking all bike riders in the area to participate in the run for this deserving young man and wife.

Additional information may be obtained by calling 324-3802 in the Gardena area, or in the L.A. area 664-1811.

Litch Benefit TT on new Ascot Course

Riders and racefans should start making plans right now for the first professional race of the season, New Year's Day, 1969 at Ascot Park in South Los Angeles.

The Wednesday, Jan. 1 event will be a benefit for Clyde Litch, the popular professional racer who was seriously injured in one of the final races of the season. A $600 purse will be paid and all proceeds will go to Litch and his wife to help pay doctor bills and provide for the new baby which Mrs. Litch is expecting.

Racers, Send License Aps Now!

Professional Novices, Amateurs and Experts are urged to send their 1969 racing license applications to the AMA immediately, so that they can ride this TT. Applications may be obtained from AMA Referee Chub Kellam, 15236 Doty Ave., Lawndale, Calif. 90260 (213) 676-8124. Send applications to the AMA, Worthington, Ohio 43085 via air mail special delivery, and enclose a stamped, addressed air mail return envelope.

Mechanics must also have licenses this year. Applications will be available at the pit gate, which opens at 10:30.

New novices will need to send a certified copy of their birth certificate to AMA headquarters. A photostat of a certified copy will not be acceptable.

New Course, More Show

Ascot's TT course will feature a new design for more thrills and better spectator viewing. It is the first change in the course since 1959.

There will be a full program of TT races, plus a wheelie contest with a mini-bike prize. The Sidehacks have been invited to perform also. The show starts at 1 p.m.

The wheelie contests will be elimination-type, with two or more riders revving it down the straightaway reared up on the hind wheel at once.

Ascot Park management and personnel, including promoter J.C. Agajanian and announcer Roxy Rockwood, as well as the AMA officials and Cycle News, are donating their facilities and talents for the benefit of the injured racer.

Clyde is recovering slowly from the massive brain damage that he suffered. Here is a chance for everyone to wish him well and have a ball besides, so be there New Year's Day to start 1969 off right.

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DEC. 22

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For Info call (213) 886-3116

ASCOT PARK

186th & S. Vermont Gardena, Calif.

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JANUARY 1 1969

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$600 PURSE

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(#95x recovering from racing injuries)

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★ **Expert, Amateur & Novice Program**

★ **WHEELIE CONTEST!**

(King-Along Minibike 1st prize donated by Long Beach Honda)

★ **TOP 10 SCRAMBLERS DIS. 37 EXHIBITION RACE!**

★ **SIDEHACK EXHIB. RACE**

(tentative)

MERCHANDISE PRIZES FOR SPECTATORS!

Admission: $2.50 Kids Free! ***SHOW STARTS AT 1p.m.***

RACERS: get your 1969 License ap. in the mail pronto!

Sponsored by the friends of Clyde Litch

Brand New TT Course

ATTENTION DEALERS!

Get in touch with Bob Bailey at the address below or (213) 327-8538 if you want to help the Clyde Litch Benefit Fund by taking a bundle of 100 tickets to sell. See page 2 for story.

CLYDE LITCH No. 95X

BENEFIT DRAWING

21" COLOR TELEVISION

DRAWING TO BE HELD
FRIDAY, JANUARY 3, 1969

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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California.

Second Class postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Single copy price. . . . . 25¢
Subscription: One year 2nd class Mail $7.50

Advertising rates and circulation information will be sent upon request.

VOICES OF THE WEST

NOSTALGIA

Hats off to California Moto-Cross Club and Bardahl for showing spectators a great and very colorful Moto-Cross race at Carlsbad on November 30th and December 1st.

The atmosphere (including the rain), the countryside, as well as the course itself, looked like a true moto-cross in Europe, of which I have seen several in years past.

Lots of time and effort must have gone into it to make such a thrilling weekend of racing. My family and I really enjoyed it and our "boy", Bryan Wade got to ride both days.

MALCOLM CUNNINGHAM
Santa Fe Springs, Cal.

PRO DAHMS AND ENSENADA

I wish to express my feelings against Mrs. Honeycutt in regard to Barbara Dahms "A Question of Law and Order". I enjoyed the article and think Dahms has the authority but also the responsibility to cover all the problems of motorcycle riders.

Police harrassment is a major problem of street riders but hardly exists for dirt and competition cyclists. Police departments have a large influence in the making of anti-cycle laws.

My wife and I enjoyed the Ensenada run more than any we have taken. The contrast between countries and the friendliness of sponsors and participants made the difference.

W.E. VAN DRIELEN
Sparks, Nevada

SUPPORT IN DESERT

I wish to thank the following people who helped make my Barstow to Las Vegas H & H Trail Bike win possible: Steens Inc., Invaders M.C. pit crew, Barry Eisenberg and my dad, Wes Sr.

A special thanks to Howard "Pop" Lee and son Monte Lee who pitched in and helped at the last two gas stops when I was ahead of the Invaders pit crew.

WES ANDERSON JR.
Los Angeles, Calif.

SCRAPBOOK STAFF

In your December 19th issue you ran a picture of Leon Bechard and Larry White. I don't want to discredit these riders because they are doing their best but the treatment of this article makes it sound like they're unbeatable.

First, the Maico at Mount Pischka was ridden in the beginners race by a rider who has been at this for over ten years – not by Leon. Leon set the fastest time of the day on a Bultaco 360 Bandido.

They put on some good races at Erie, Colorado. Yet neither one of these riders was able to set a track time to beat 250 Bultaco-mounted Buster Pottorff, The Gold Star BSA from Kansas, The KR Harley from Aspen, Colo. or the Harley Sportster that broke the track record in the last race.

Of course, articles like this are nice to show your grandchildren in years to come.

MARSH POTTORFF
Pueblo, Colorado

DON BURT HAS SURGERY

Those who have missed Don Burt and his son Chet around the race tracks for the past two weekends will be happy to know that Don is recovering well from lung surgery at Holy Cross Hospital in San Fernando.

Burt's left lung had to be removed because of cancer, but he is getting stronger each day and expects to be going home within a week or ten days.

NO REED VALVE

An error resulted from the editing of my account of the Sportsmen MC event at Perris and the subsequent Competition Committee meeting which determined Mr. Dannenburg's bike to be legal. Mr. Dannenburg's machine was, in fact, 7-ported and did not have a reed valve as the edited version stated.

It was as a result of this protest, however, that the Committee promised to study and rule on the legality of "5-porting" and the use of reed valves. I felt that you should know about the situation as you will in all likelihood hear from Mr. Dannenburg and/or K & N Motorcycles.

KIRK McDOWELL

Right. Checking back I see that I misunderstood what the protest was about. And the ruling promised on 5-porting and reed valves had nothing to do with Dannenburg's bike. – Ed.

EXPECTATIONS

There have been 250,000 mini-bikes sold in the U.S. so far. Yet manufacturers are aiming for double that number to be sold in '69 alone.

APOLOGY TO WEIL

While attending the Inter-Am Moto-Cross series at Carlsbad Raceway on December 1st, a member of my party inadvertently crossed the track at the wrong time and was struck by Adolph Weil. While the person concerned suffered no injuries, Mr. Weil suffered the loss of 5 places.

For this, I would like to publicly apologize to Mr. Weil on behalf of myself and the people attending with me. While realizing this apology will not reimburse Mr. Weil for money or prestige lost, I hope it will somehow compensate for our negligent action.

DAVE BROWN 342 mx
Alhambra, Cal.

FOUND FAST PASSENGER

Thanks for excellent results from my classified ad "Do You Want To Race Ascot Next Year Wearing Tennis Shoes". With your help I found a hack passenger who really likes to go fast.

Two weeks ago we tried the Calif. International Grand Prix at Orange County. Two weeks prior to the race we were very busy organizing a badly worn outfit for our first attempt as a team at professional racing.

Lo and behold, the main was over and we'd finished third. Needless to say we were both pleased.

Several first time happening's occurred at the conclusion of this race. 1. First trophy won by either of us. 2. Best finish of this outfit to date. 3. Best money finish to date. 4. We get our names in Cycle News.

Yes, life is beautiful, all good is not evil. But something is wrong!

As I read the article about the races first and second get their honorable mention but you forgot about third. This is all right. Our first race together and only a third. Not much news there for such a large race. Next I look at the results section.

This is impossible! No sidehack results. Now I'm really getting worried. My new passenger is young and very impressionable. This omission may affect him the rest of his life.

Isn't there something you can do to insure his future happiness and inflate my deflated ego?

STAN SHORROW
LEE BALISTERI
A.F.M. Sidehack #25

(Ed. Note: The results we got from Tom Finlay didn't have the sidehacks listed. But they're running this week (see page 16). Finish high up in a few more races and it'll all even out.

SWEEP

Would you please print results of Nov. 17 race at South Gate (Trojan Raceway).

I got 1st in the TT, 1st in the S.T. and 1st in the Trophy Dash – everytime I do good you don't print the results. Thank you.

ROBERT PARR#21
Santa Monica, Cal.

ED NOTE: Sometimes the tracks don't send along the results, as in this case.)

BAJA ANYONE?

I'm leaving for Baja California again and expect to cross the border at first light, Saturday, Dec. 21.

Will go via Tijuana, Ensenada and probably not go to La Paz, but will go to San Javier, San Borja, Baia Los Angeles, Loreto and (probably) Purisima.

Christmas I expect to spend at San Ignacio – my favorite town in all the world.

This will not be a fast trip – the purpose is to shoot color and b&w to gather material for more articles.

In fact, speed is so far from the essence that I'm seriously considering using a "new generation" minibike – if there is one I think is tough enough for the trek.

Many people in Southern California have expressed interest in this trip and it may well be that one or two of them will be inclined to make the run with me.

All I ask is that they be able to hold their likker and be reasonably simpatico.

And it would help, of course, if they can ride a bike when they start, although if they finish they damn' sure gonna be able to ride!

DOUG RICHMOND
583 Mira Vista Ave.,
Oakland, Cal. 94610
(415) 893-6647

NO CONTEST

On Saturday, November 16, I participated in the main event at the San Jose Indoor Short Track. During the rider's meeting a rider asked whether braking devices and compression releases were legal. The referee (and riders) decided that for the next two events that compression releases & other braking mechanisms would be allowed, but to expect an official AMA ruling from Ohio by the third event.

The bikes were not inspected at this time, although there was a rider protest. When the decision just described was reached, the majority of signed-up riders decided to race, including the protester.

As an enthusiastic professional racer, I put my trust in the referee's decision, went out in good faith and won the main event in front of a capacity crowd...only to find the following week that the event had been ruled as a "No Contest" and that my first place money was to be applied to the following week's program on November 23rd.

Is this fair to the rest of the qualified winners? I would like to know the validity of the A.M.A. Referee's decision?

BRUCE ANDERSON 37Y
Saratoga, Calif.

ED NOTE: The referee was wrong to have allowed bikes with brakes or compression releases to run. The rule permitting their use doesn't go into effect until next year. He should have known better.

★ TECHNICALITEZE ★

Wash your bike by all means, but always run it for a full 10 minutes soon afterward. Moisture enters many places and will foul up the machinery unless it is run out.

(Got a technical tip we can pass on to other readers? If you know any facts, techniques, roadcraft or short-cuts that add to your motorcycle enjoyment, send them to TECHNICALITEZE, c/o Cycle News, Box 498, Long Beach, Calif. 90800. Cycle News will pay $1 to you for any tip that we publish in TECHNICALITEZE.)

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column.
–The Publishers.

AMA, PENTON & MANN

It looks as though the AMA has its work cut out for it trying to make a decision regarding Penton and Mann. I've heard rumors that Mann is going to change his residence to California which will allow him to participate in events anywhere he wishes; this should terrify the AMA.

Who can tell, maybe all the AMA professional riders will become residents of California. It will be interesting to see if Mr. Penton follows through with his threat to fight the AMA regarding his suspension, and also, if the AMA executive board backs Mr. Berry's decision.

If they back down, then Mr. Berry will lose power and certainly lose face, and if they don't back down, then they will feel the full wrath of Mr. Penton. This is what I call being in a hell of a spot.

A recent quotation from one of the top AMA executives and rider was "Give the AMA an opportunity to put their foot in their mouth and they'll be the first to do it".

It would be a wonderful thing if the AMA would stop suspending their riders for participating in non-AMA events, but I do support their right to punish a professional rider who has entered an event, has been accepted but does not participate in that event, and rides in another. I think this rule should hold true for every association because only in this way can you protect the promoter and the public. If they pay money to see a rider participate and he does not do so, then it is up to the sanctioning body to take stern measures in order to insure that the sport has some integrity.

Saddleback Notes

The final event of the Inter-Am motocross series was held last weekend at Saddleback Park and it was the last chance to see the Europeans compete here in 1968. It looks as if most of the promoters of the Inter-Am series were pretty happy with the spectator crowds and we're glad to see that Ron Nelson was the top point American in the 500cc class and John De Soto the first American in the 250cc class.

Both men were riding Montesa motor-

De Soto Nelson

cycles and I'm assured the distributor Mr. Kimball is very delighted. Montesa spent a great deal of money and time promoting this series. Also, John De Soto and Russ Darnell are getting the opportunity to go to Europe in January to do some moto-cross riding. Darnell says he is going over there to learn to ride in the mud and De Soto says he's going over to learn how. However, I assure you that both of these boys will be competitive and make a good showing while participating in Europe.

Next Week- BIG HOLIDAY ISSUE-on sale 3 weeks

NEW LICENSES FOR MOTORCYCLE DRIVERS

Legislative Notebook

By Barbara Adams Dahms

The additional license tests required for motorcycle riders are now being given by the Department of Motor Vehicles. Any motorcycle rider renewing his automobile driver's license will need to qualify for the additional motorcycle license. Motorcycle endorsements need not be added until present auto drivers' licenses expire.

The law called for the requirement to begin on Jan. 1, 1969. However the DMV has been giving the tests since November 13.

The riding test involves riding in a straight line at low speeds, making a figure eight, riding on the street and returning to the area.

There is also a written test. It presently consists of ten questions on such matters as which brake to apply first, where in the lane to ride in wet weather, how to cross railroad tracks, whether to lean in a turn, how to control high speed wobble, applying front brakes in a turn, whether to use your feet when turning, how to carry packages, relative stopping distances for cars and motorcycles and whether to allow additional distance when following an automobile.

Persons wanting to ride only a motorcycle need not get an automobile license first. Permits will be granted for motorcycles for 17-1/2 years of age and over or for 15-1/2-year-olds who have driver training. This allows riding during daylight hours, off the freeway. It is not necessary to be accompanied by another rider. The permit, like the automobile permit, is good for six months and is issued upon satisfactory completion of the written test.

Reno Byers, manager of the San Fernando office of the DMV, advises us that the motorcycle tests can be taken during times that automobile tests are given.

There is mixed feeling as to the effect the new licenses will have. Some feel it will eliminate the marginal rider, the one who hops on a trailbike to ride to the grocery sometimes. They may feel it isn't worth the bother to get a license. Others feel it will appreciably improve the accident rate for motorcycle riders in the state.

To say the least, in the present "safety climate", license requirements were the least we could swap for mandatory helmets. It will be interesting to study the figures for the next several years and see if licenses improve the overall picture.

Hope Moves Up

The Birmingham Small Arms Company, Limited, is pleased to announce the appointment of Joe Hope to the position of Public Relations Manager for the four group distributors of BSA and Triumph motorcycles in the United States. For the past two and a half years, Mr. Hope has been the sales manager for BSA Motorcycles – Western and moves to his new position immediately.

JOE HOPE

The tremendous growth in the last two years of the Birmingham Small Arms' products has made possible the creation of the new Public Relations Department.

Mr. Hope will maintain offices in Duarte and in Baltimore, Maryland.

Mr. Hope was raised in Southern California and attended Long Beach State College. He came to the motorcycle industry from the boating industry where he was sales manager for one of the largest firms in Southern California. He began as sales manager at Long Beach Honda and moved from there to sales manager of BSA Motorcycles–Western. He is also President of the Motorcycle Safety Council and has been active for some time in the field of motorcycle safety and legislation.

RUBIN HEADS BSA-WEST SALES

BSA Motorcycles -Western is pleased to announce the appointment of Donald F. Rudin to the position of Sales Manager.

DON RUBIN

Mr. Rubin has had extensive sales and marketing experience having recently been Vice President and sales manager of the Motorized Products Division of the Yamaha International Corporation.

He holds a BA in Business Administration from the University of Southern California and a MBA majoring in marketing from California State College, Fullerton, California.

Prior to his experience at Yamaha International, Mr. Rubin was with the Dorin Company and the Marquette Corporation. He comes to BSA from International Industries, Inc., a major U.S. franchising corporation.

Don and his family now reside in Anaheim and will certainly be a valuable addition to the BSA organization.

Adelanto Track Wins Permanent Permit

ADELANTO, Calif., Dec. 2, 1968 3 p.m. – Irma and Glenn Redding, owners of the Adelanto motorcycle scrambles track and playground in this desert community were granted a permanent permit to operate the track after satisfying authorities that the motorcycle races posed no problems to the city.

The permit is contingent on the Reddings building permanent snack bar and restroom facilities on the grounds within 120 days.

After spending one year on probation, the track won the complete support of police, planning, building and health departments, who testified that there had been no problems and no complaints about the track operation during that year.

Son Also Races

The Health Department did insist that permanent flush toilets and running water for sanitary purposes must be installed within 120 days, however.

Mrs. Redding, a motorcycle enthusiast whose son also races, says she and her husband have spent $8,000 on track development in the past year, and that the required sanitary facilities will cost another $8,000. She pointed out that the track, which hosted only four District 37 point runs in the past year, would need to have a point run every month next year to break even. She plans to ask the District 37 Sports Committee at their meeting this week to consider scheduling 12 point runs at the Adelanto track.

Clubs and enthusiasts who wish to know more about the fine Adelanto track are urged to call Mrs. Redding at (213) 927-3860.

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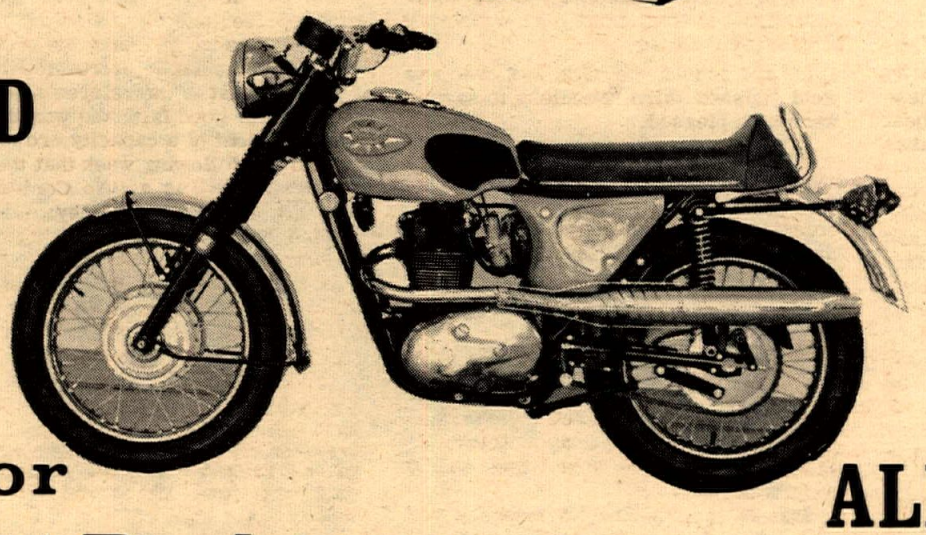

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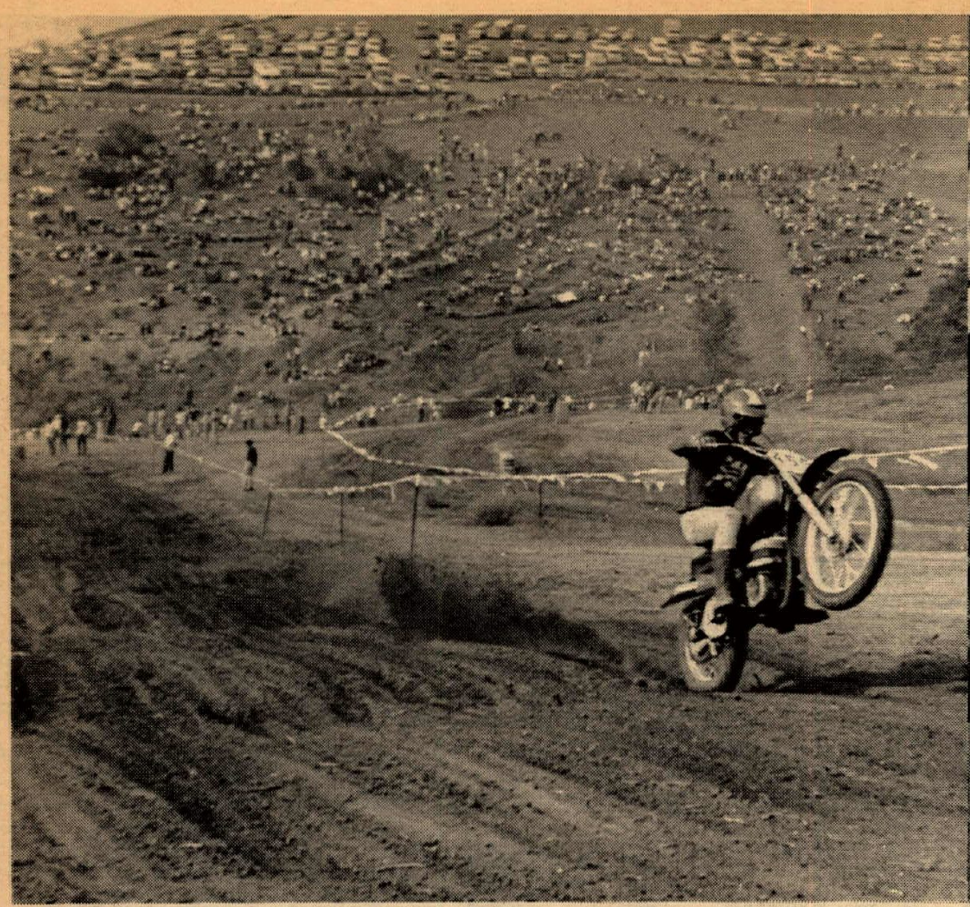
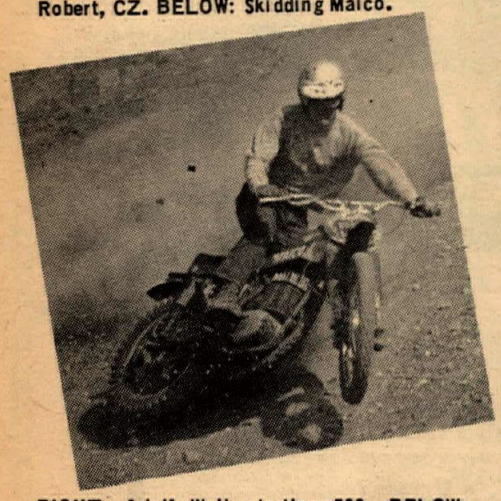


ABOVE: John Hately on CZ. UPPER RIGHT: Steve Scott on Bultaco followed by Dick Mann, Ossa.

ABOVE: Russ Darnell, Husky, leading Joel Robert, CZ. BELOW: Skidding Maico.



RIGHT: Adolf Weil starting 500. BELOW: Dave Aldana on Ossa.

Inter-Am and Weil wind up as 22,000 see his Saddleback Sweep

By Maureen Lee
Photos by Bill Pettigrew, Gene Lee, John Shedd, Tom Culp and Wayne Flemington

SADDLEBACK, Cal., Dec. 8 – The Fatherland reigned supreme in the 500 International Sunday as Germany's Adolph Weil on a German mount (Maico) outran the opposition in all three motos before 22,000 fans. England's Bryan Wade on a Greeves ended up second overall, despite a wrenched back from Saturday.

The C-Z European team faired badly and their DNF rate on Sunday was high. Vlastimil Valek was the only team member to make it, taking third overall. The other C-Z to finish was Tim Hart, seventh overall and fourth American.

Dave Bickers looked good in the first round but his engine developed a "clinking sound" somewhere and he skipped the second. In the third he got with it. With Bryan Wade leading and Weil in the middle the three of them pulled away from the rest. But finally Bickers went out for good.

Joel Robert was fast but just wasn't his usual self. He admitted, "It's not the machine, it's me. It's not my day." He too ended up on the DNF list on this last day of the Inter-Am series that was hard on both men and machinery.

Ronnie Nelson became first American and fourth overall on his Montesa. He was also the overall 500cc American winner for the series, joining teammate John DeSoto who took the 250cc American class, making it a clean sweep for Team Viva.

Saturday Weil Wails

Adolf Weil and his super-powered Maico also took the overall win the 250cc International. Adolph's Maico proved that horsepower can mean a lot. He couldn't be held back even after a bad start in the second moto as he easily weeded his way into the first position in three laps.

Russ Darnell put on quite a show for an American in the second 250 International. He held second and fourth for several laps and for four laps managed to hold off world champion Joel Robert.

Darnell leaves for Europe on January 15 to ride in the International circuit for three years.

The all-new American Eagle made a good showing in the Junior division ridden by David Aldana. Spectator interest was high since they were getting a first look at it in action.

Overall Junior winner was Barry Bromfield on a Husqvarna.

On the second round there was a bad crash at the bottom of the downhill. Bob Grossi (Montesa) went down and several of the riders behind him just kept on coming like kamikazes and rolled Bob and his bike around a bit. There was a black flag but Bob walked away from the ambulance.

On the restart Bromfield was third first time through and first second time through. He never lost the lead, although Mike Haney (Triumph), Al Baker (Montesa) and Robert Vaca (Bultaco) fought hard behind him.

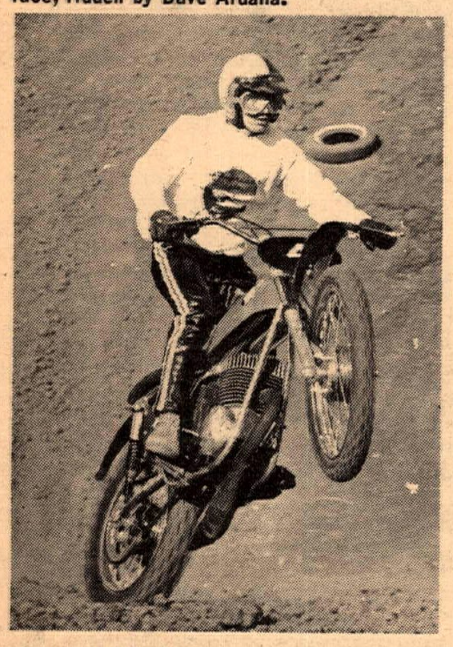
Odds 'N' Ends

Girl racer Mary McGee after her tremendous drive in the Ensenada-La Paz route got it the hard way Sunday. Mary's Husky had fouled, she was well over to the side on a wide section of the track when a chap came along and sideswiped her, catching her arm under the elbow... end for Mary, one broken wrist...The flag team of 21 young Marines from El Toro headed by Sergeant Jim Counts helped insure the safety of the riders by having enough coverage on the farthest turns of the circuit, and enjoyed themselves although flagging is one of the most thankless jobs in the world...We wonder at times if some of the Junior riders aren't just too "Junior" for moto-cross and haven't been seasoned enough elsewhere ...ex-Harley-Davidson rider from the scrambles races Bill McCoy (Bultaco) in his first moto-cross ride held down a ninth in the third round...out of the ones who did finish the International rounds, six out of nine were Americans and not one on a machine that wasn't perfection ...the sound of Chuck Minert's BSA was like a page from the past, going up the hill thumping away above the yowl of the two-strokes just as fast as most of 'em... Dick Mann had a good chance to be 500 American champion for the series but decided, wisely, to pack it in and not ride Sunday after his bad crash at the top of the hill while taking the checkered flag alongside John DeSoto, but proving again he's probably the greatest all-around American rider this country has ever had...Keith Mashburn on the 125cc Yamaha Saturday...in a few years Keith may just be a candidate for Mann's crown and we wish he could ride more moto-cross.

Anyway. It's over now 'til next year and we'll be back to our regular club-style events. But this year we didn't get walked all over. We're learning.

(Results on page 16)

ABOVE: Ron Nelson and John DeSoto, both on Montesa, lead Roger DeCoster on CZ. BELOW: The American Eagle in its first race, ridden by Dave Aldana.



BELOW: Mike Haney on Triumph romping to first in the Open class.

Roger DeCoster, CZ, tries to outpower Steve Hurd, Maico Hurd was eighth, DeCoster DNF.

The Bultaco ensemble. Their boy, Marcel Wierz, worked his way to the checkered flag in the 125cc Senior event on Saturday.

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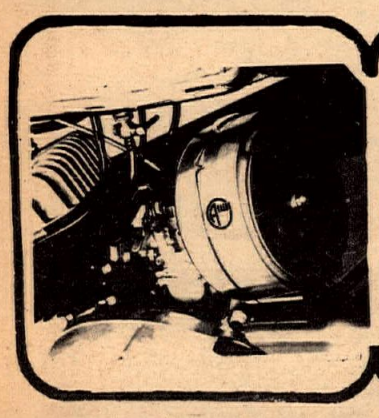
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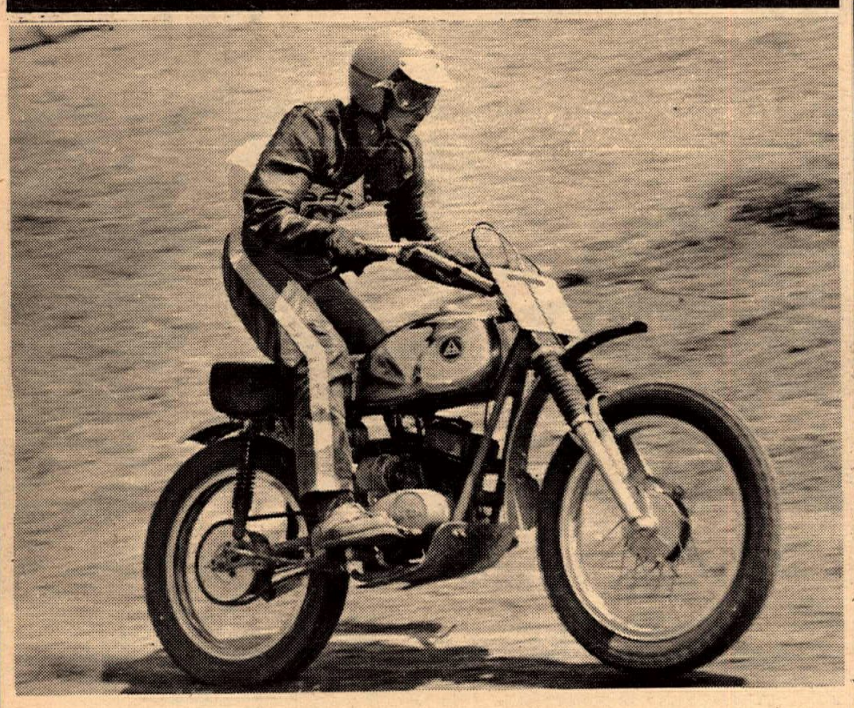
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Sweeney Overtakes Graves in Light Bike Points

By Kirk McDowell

PERRIS, Cal., Nov. 23 – It was a night full of accomplishments as two riders took double wins, new faces appeared in the winners circle, and the lightweight point race again changed leaders.

The first double win went to Yamaha-rider Steve Nichols. Steve took the 55cc class followed by Scot Smith (Hon) and Paul Lambert (Yam). Smith put a fine ride on the same Honda that Nichols rode to earn number 8 in District 37 events last year.

The second win in Nichols' double-header was the 100cc Amateur and Expert event. Steve shook off the effects of a very hard fall at the start of the second 100cc moto and went on to win all six of his races.

"Krazy" Mark Kruse and Richard Sweeney were having quite a time deciding who would finish second in the 100cc Am & Ex class, until the third moto when Sweeney's engine quit and Kruse did a handstand off the end of the main straightaway. Kruse and the Johnson Cycle, Van Tech-Suzuki he was riding didn't part company at this point, but the door was left open for Gary McKenzie to take third on a Van Tech-Hodaka.

Sweeney (Kaw) ended up in fourth place which once again gives him the lightweight point lead over Vince Graves as Graves did not ride a lightweight this week.

Regular 250cc Novice winner Doug Mason tacked on a 100cc Novice win making him the second double winner of the night. In the 250 class Mason was followed by Tim Abshier and Boyd Mason, all Yamaha-mounted. Keeping Mason (Kaw) busy in the 100cc Novice A event was Van Tech-Yamaha rider Bob Sanders who finished second. Honda rider Mark Bailey ended up third after a long lay-off.

The other two 100cc Novice events were won handily by Randy Roettele (Hod) and George Luther (Yam). Behind Roettele the battle for second place was between Keith Miller (Hod), Bob Babbe (Hod), and Walt Foster on a Suzuki. After swapping positions in each moto they finished in the above order.

Fierce

Even more fierce was the competition for runner-up behind George Luther (Yam) as he cruised to his second consecutive win in the 100cc Novice C moto. Toby Stanford (BS) and Whitney Blakeslee on a Yamaha 80 ended up second and third, respectively.

200cc action has been especially good of late as a rivalry is developing between Triumph-rider Andy Skeel and Bultaco-mounted Loyal Penn. Saturday was no exception. Penn led each moto at least once and Skeel won every time. Wayne Whisenant brought another Cub in for third.

The 250cc Novice B moto was the scene of even more good racing as Stu Cox picked up his second trophy over fellow Bultaco riders Dan (Hero) Kegler and Chet Burt.

250 Amateur and Expert event was won by amateur Loyal Penn who had little trouble getting by fellow Yamaha-rider Butch Landguth. Landguth, however, wouldn't settle for second in the Open class where he powered his Triumph to first over Harley-ace Tony Denius and Maico-mounted Jim McClurg. Denius and McClurg tied for second, according to the officials.

Bob Rudd rode hard to squeeze his Honda between the Triumphs of Novice Open winner Perry Armstrong and third place finisher Dean Mackelprong. Sandy Armstrong maneuvered his Bultaco to a win in the 500cc Amateur over class point leader Ron Stinnett, BSA-mounted.

The season's awards presentation will be held December 21st in the Perris Clubhouse where all the high-point riders will be honored. Everyone is invited.

13-YR.-OLD MASON GETS COME-FROM-BEHIND WIN

PERRIS, Cal., Nov. 30 – Young 250 Novice Doug Mason proved himself more than just a quick starter Saturday night at Perris. Mason got off the line toward the rear of the pack and worked his way through, taking the win with all the finesse of an expert.

As if this wasn't enough, Mason took advantage of a handicap start to win the Open Event on the same 250cc Yamaha. The only Open competitor who could dent Mason's starting advantage was second place finisher Vince Graves who rode a Bultaco El Bandido. Honda 350 rider Bob Rudd got a second and two third to finish third.

In the 250cc novice A event Mason was followed by hard riding Hugh Long on a Bultaco-Metisse. Also riding Bultaco was third-place finisher Paul Lass.

The 250 Novice B moto-cross went to Stu Cox for the second week in a row. Cox was followed by fellow Bultaco jockey, Dennis Creason who won the third moto. A Yamaha with Larry Stapleton up took third.

In 55cc action amateur Rick Parker (Hon) did a fantastic job in beating expert Suzuki rider Gary Caldwell. Novice Mike Myers was never far behind, finishing third on his Honda.

Honda rider Mark Bailey came loaded for bear and went home with the 100cc novice A victory. Bailey's clean sweep was almost nipped by eventual third place finisher Bruce Alford (Suz). Alford led all but the last lap of the second moto. Walt Foster (Suz) put together a second and two thirds for a well-earned second place, his best finish to date.

Bob Sanders had engine problems with his Van Tech-Yamaha in the third 100cc novice B moto, but with his two previous moto wins a fifth place finish gave him the trophy. Honda-mounted Jim Howerton took second ahead of Rob Morrson who rode a Yamaha.

Howerton came right back on a 160 Honda to win the 200cc event. Second place went to Penton rider Bob Shurley. Always competitive, Desert Daisy Sandy Termin took third on her 100cc Hodaka.

This was the last point event but Saturday Night Racing will continue as long as there is a good enough turnout.

(Results on page 16)

I TRY MY LICENSING SKILL TEST

By Bill Harmer

Since my birthday is late in November and my driver's license expired, I dropped into the local branch of the Department of Motor Vehicles to get a renewal. After filling out the application form and making certain I had the necessary fee, I selected the shorter of two lines and took my place at the end.

As usual I took the wrong line but in time I arrived at the window and as I had a leather jacket over my arm and a helmet in my free hand, I was not surprised to be asked if I wanted the license to ride a motorcycle. But then I discovered that all license renewals or new licenses issued after November 12th would be restricted to the use of four-wheeled vehicles unless the applicant passed a motorcycle "skill test" for a new license under class #4.

After I passed the multiple choice questionaire and had my eye test and thumb print taken, I was instructed to take my motorcycle to one of the lines of cars waiting for driver's tests. If I hadn't had my cycle with me I'd have been requested to return at another time.

I took my place at the rear of one of the lines and a young man on a Suzuki pulled up beside me. As we waited, we were joined by two more cyclists. There were only two examiners working and the line moved very slowly, but eventually the examiner asked me for my receipt and directed me to the parking area.

There he asked me to point the brakes, clutch, shift lever etc. As my BMW and the two Triumphs had opposite controls, I'm sure that the examiner, who appeared to be a man with no motorcycle experience whatever, must have been confused, but he gave no indication. He was polite but obviously annoyed at having to go through this added procedure.

He indicated a place between two curbs about 15 to 20 feet apart and instructed me to do a 360 degree circle first to the right and then to the left. He used the same area for the 200cc bikes as he did for my BMW and the 650 Triumph. I touched my foot down at least once on each circle. I was then instructed to ride my bike across the parking lot through as many gears as possible, make a feet up U turn and return to the starting place.

He then marked my paper "Passed Skill Test" and I went inside to have my photo taken and get my interim license.

The test itself took less than two minutes but I had arrived at the DMV office at 2 p.m. and it was now after 4 p.m.

In my opinion, the test proved nothing and is a good example of legislative bungling. Passed by a legislature that knew nothing two-wheeled vehicles the law is administered by officers who also lack any real knowledge of motorcycles.

On second though, maybe I'm lucky. Maybe I wouldn't be able to pass a real motorcycle rider's test.

ALL THE WAY IN SAN JOSE

Joe Soto, 235z, shows the crew how to get away.

Story and Photos by W.H. Spencer

SAN JOSE, Cal., Nov. 30 – There was a new face in the crowd at the third indoor short track event of the year here in the Santa Clara County Fairgrounds. Maybe it was an indication of renewed internal trouble for professional AMA racing. It was the face of the new director of "Professional Competition" for the AMA, Tom Clark.

Clark, in two appearances, has not created a favorable impression for many. In fact, some riders are talking about a riders' association, something along the lines of the Motorcycle Riders Inc., of Southern California.

At any rate difficulties for the AMA are rising again. Big Trouble started over the decision to declare the first event illegal and carry over the purse money to the second. As reported earlier (Cycle News, Dec. 19) the official in charge allowed compression releases, when according to the AMA they were illegal.

So at the second event compression releases were declared illegal. This decision was protested because of the ruling made the week previous.

As it turns out, the compression release is legal for 1969 but that doesn't help the present situation.

Brelsford Breakdown

The racing format was changed to conform with other AMA professional racing. Elimination events combining all classes is now the setup for short track racing. In this case, nine elimination heats, four heats, two semi's, one consolation and one main event.

Gregg Hodges, 216z led it off and glided to an easy win in front of Expert 29y, Ron Wisler. The Los Gatos flash also won his heat with fastest time of 48:30 sec. In the semi he got ahead of last year's champ, Mike Yarn, and Russ Powell, 58z, and was chased hard by these two. In the main he again led Yarn around but Butch Corder, 92y, had a fine lead from the start and won the big marbles.

National Amateur Champ Mark Brelsford, 47y, continued his bad luck streak by leading his elimination heat for two laps and then stopping in lap three with mechanical difficulties. Pete Francini, 107z, won this heat over Paul Bostrom, 15y.

Nick Theroux, 104y, won the third elimination over the eventual main winner Butch Corder, which just goes to show that this system gives everybody an equal chance.

The fourth elimination brought up National #20, Gene Romero, the San Luis Obispo streak. Coming from the outside back row, he won it. Together with his new tuner, Don Carlisle, he should be a cinch for the top ten.

Rich Faria finished second behind Romero. Faria has been the subject of a lot of discussion because of his part in the recent outburst of protests.

The sixth elimination was won by Chal De Cecco with Bill Flett a distant second after a first-lap restart. De Cecco went on to a third in his heat.

When the semis started the roof fell around De Cecco. He was beat on severely in both of the first two starts. The third time around finally got them all going but De Cecco was in no shape to be spectacular and was left out of the money.

In elimination eight, Ray Valne, all the way from Carmichael, won over Philly Cancilla, the San Jose flash. Cancilla is a great crowd favorite.

The last elimination brought out the champion, Mike Yarn. He won easily over Russ Powell. In his heat he beat out Valne and Faria, H-D and Ducati mounted, respectively. Yarn's ability to ride a short track as well as he does is largely because of how he goes deep into the corners. The compression release is the secret and without it his timing changes, throwing him off beat. This slows him down by about a tenth of a second.

A consolation event was run for the fifth and sixth place finishers in the heats. Ed Garza, looked good for the first ten feet but was bounced around and left back. Ron Davies, took the dough in this event.

The indoor races will move to the San Francisco's Cow Palaces soon.

(Results on page 16)

TRIALS Nickelsen Pickles 'Em

By Gary Barton

LITTLEROCK, Cal., Nov. 24 – The sun rose over the desert community of Littlerock, Calif. and the motorcycles come to life within the next few minutes. The first ones up are the youngsters who had enough sense to get to bed early.

Other riders begin to appear in the cool desert air, ready to join in the fun staged by the Southern California Trials Association. All told, over 90 riders participated.

At the riders' meeting S.C.T.A. President Bob Grove explained the rules, then everyone dispersed, riding off to their selected traps.

There isn't a mass start in English Trials. Riders can start at any trap they want. Amateur traps are separate from expert and Masters. Kids under 12 and the ladies use traps that are usually placed close to the camping area.

Bob Nickelsen found that the course and his new Bultaco Sherpa T pleased him. He lost but 12 points to second place finisher Jack Ward (230 Ossa), who lost 31, in the master class. Only three experts finished. First place honors went to Ed Davenport on his well set up Hodaka.

The amateur lightweight class saw rider Bill Batzloff (250 Cotton) edge Bultaco-mounted John Murray, nine points to Murray's eleven. Gary Lane won the amateur ultra-lightweight class by losing only 11 marks. Nancy Walters wasn't far behind with only 14 against. Both rode Hodakas.

Jim Kayser (252 Bultaco) headed the list in the amateur heavyweight class.

In the women's class Doreen Portner just edged Mollie Jones by one point. Portner's lighter Hodaka, as well as her experience at trials, may have proved to be the difference. Mollie was handling the heavier and longer Greeves. In the kids class, Debbie Evans on her 100 Yamahatsu (ask her dad, Dave Evans, about this bike) took the win.

(Results on page 16)

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SCRAMBLIN AROUND

By Maureen Lee

Hope to see as many as possible this Sunday at Perris for the Lightweights run. If a whole bunch of us turn out and things get hectic and develop into one of "those days" let's not complain. This is a doubly-important event as it will benefit Clyde Litch who was seriously injured at Ascot at the end of this season.

A lot of you might not know Clyde, especially if you haven't been around the scrambles scene long, but Clyde came up through the ranks the same as all of us have or are trying to do. A nicer guy or a more challenging racer would be hard to find. We've always subscribed to the theory that we have to help care for our own. If we don't help each other when in trouble then no one else will. Although Clyde was hurt on a professional track we're still all motorcycle racers, so let's pull together on this one as we have on others over the years.

It looks definite that Fred Edwards will carry the number one lightweight plate in '69. We never like to say for sure until the final numbers are tallied by the steward in charge.

The heavyweight number is still wandering around. John Rice could have it again next year but when Ben Fakkeldy gets shook enough he can pull rabbits out of hats and just wail on everybody. He thinks he'll still be an Ascot amateur next year so he can still ride scrambles. But he did well at the TT's this season, so we'll wait and see what the AMA says.

Adelanto has finally received its permanent lease so the "locals" can no longer do anything about getting the track closed. That's quite a victory for our side. The Reddin's now have to install running water and other facilities that are going to amount to no small piece of change. The District fought alongside them to get the track opened in the first place. We feel that more of the District clubs could throw runs there to support the track. We are well aware that it's way out but let's not let a track get into financial trouble because of lack of support.

There are clubs besides the Desert Phantoms out there who could throw runs there rather than closer in.

For those who liked Bay Mare, there's a chance that may re-open.

December 12th there's the scrambles clubs referees meeting at the Poplar Street Playground. Be there if you want a voice. President Ron Sloan made it quite clear the other night at the District meeting that two meetings already held were poorly supported. Yet scrambles clubs say how much they want things done. You have to work for what you get, so let's have a good turnout and try to clear up some of our problems.

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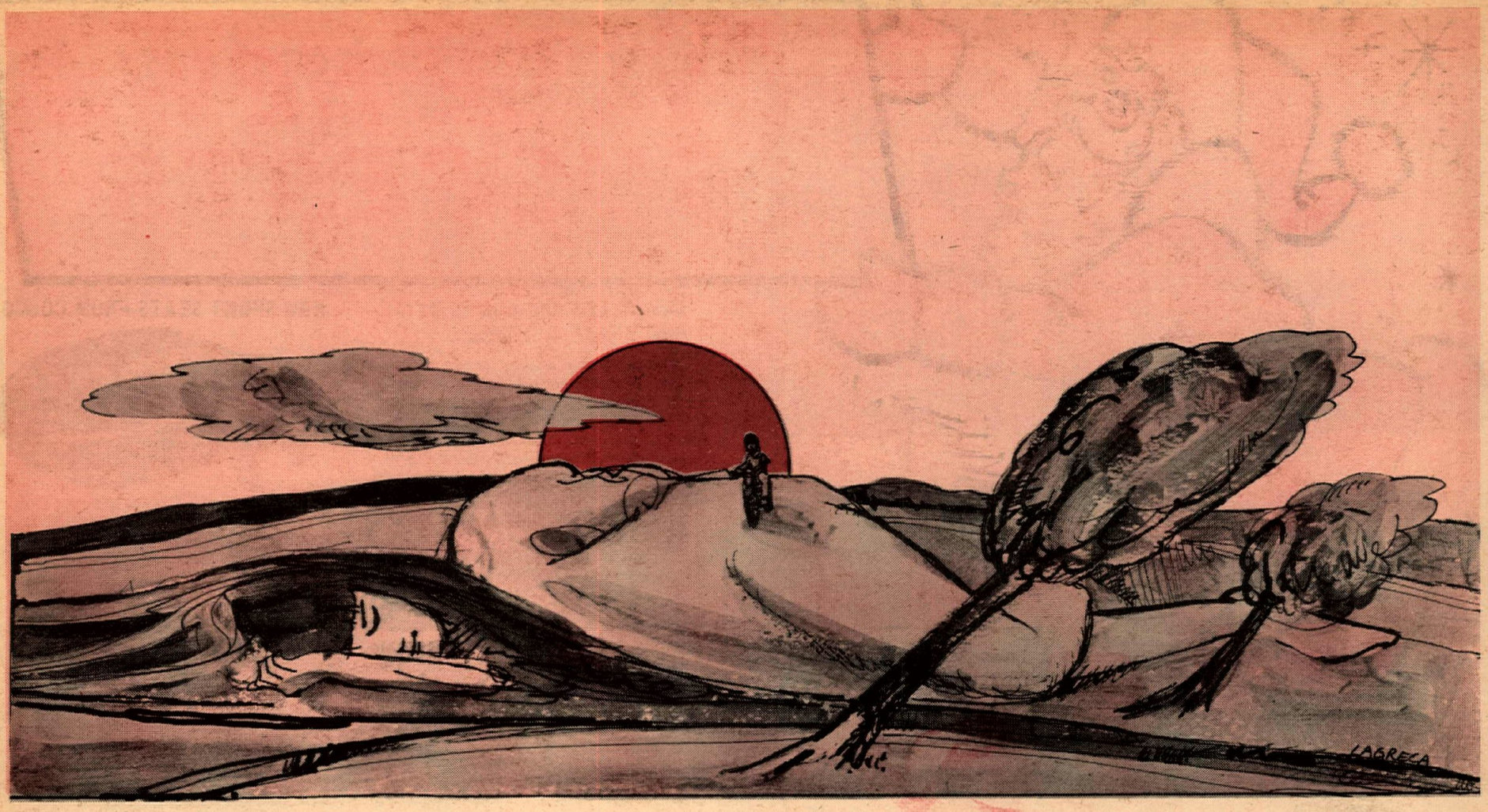


By George Martin

Illustration by Chuck LaGreca

Three Christmases

It was Christmas Eve. The attic was warm with the risen heat from the rambling old Mill Valley house as my wife and I undressed and climbed into the cold bed.

The afternoon had been spent with my family; a roast chicken stuffed with Barbara's special herb dressing, enough glasses of a white wine to soften things a little, and then the ritual opening of presents. Tired by satisfied, we'd stacked the dishes in the sink of our small apartment, loaded the old red Volkswagen with bags of gift-wrapped packages and driven across the odd, hump-backed Richmond-San Rafael bridge for Christmas day with Barbara's sister, her husband and three children. It was dark when we reached the large redwood shingled home clinging to a steep hillside on a slope of Mt. Tamalpais. The children were in bed and we added our presents to the jumbled heap beneath the tree.

Then as Barbara climbed the stairs to the "guest room" in the cluttered attic, I slipped outside, grabbed a can of gas from under the VW's hood and walked around behind the house to where my motorcycle was parked. The blue and silver Bultaco looked none the worse for its three days in the open, away from its cozy garage across the bay.

I loosened the gas cap, poured in enough gas-oil mix to top the tank, and carefully wiped a small dribble of gas that ran down the side of the tank and dropped onto the polished alumunum engine cases. Then I retraced my steps to the car and the house and climbed the worn attic stairs to bed.

Snuggled next to Barbara's warmth, sleep came instantly. But the tiny alarm clock in my brain was alert, and dawn had not yet broken when my eyes popped open and began adjusting themselves to the dimness of the room. The house heat of the past evening was gone, in its place a nose-tingling chill that made the warmth of the bed nearly irresistable. But I slipped out of bed and padded across the icy floor to my clothes. Quietly, for Barbara still slept, I slipped into long johns, jeans and two sweaters, then carried my boots, jacket, helmet, gloves and goggles down the stairs to the silent living room.

Christmas morning. Far across the valley street lights twinkled through the clear winter air, and the colored glow of Christmas trees could be seen in a few windows. To the east, across the bay, a slight pre-dawn light was just beginning to show, and in the chilly living room the only sound was the quiet lacing of boots.

> "Now the origin of Christ was in this wise. When Mary his mother had been betrothed to Joseph, before they came together, she was found to be with child by the Holy Spirit.
>
> "But Joseph her husband, being a just man and not wishing to expose her to reproach, was minded to put her away privately. But while he thought on these things behold, an angel of the Lord appeared to him in a dream saying, 'Do not be afraid, Joseph, son of David, to take to thee Mary thy wife, for that which is begotten in her is of the Holy Spirt. And she shall bring forth a son and thou shalt call his name Jesus; for he shall save his people from their sins'."

Outside a sudden wind swept a scattering of leaves across the yard, rustling the redwood and bay trees on the hill and the tangled blackberry vines beneath them. The Bultaco was covered with a faintly luminous layer of dew, but a couple of kicks was enough to get the little two-stroke burbling happily. The cold aluminum cylinder finning turned warm and then hot beneath my glove, and I clicked the gearbox into low and started up the bumpy dirt driveway to the road.

Mount Tamalpais stands as a redwood and scrub covered sentinel just north of the Golden Gate. It is a majestic green mountain, often shrouded in fog. From the south and east it resembles a reclining woman, and is known to thousands of bay area children as the "Sleeping Maiden." The mountain has several arms which form ridges between a number of valley towns along the eastern slope. To the west it plunges down rocky windswept cliffs to the turbulent Pacific.

Following its dancing yellow headlight beam, the Bultaco sped up the road leading to the mountain's main north-south ridge. The road runs to it, then along it, then winds along the mountainside and down to the coast at Stinson Beach. I was heading for the summit road, which turns off about half way to the coast and then winds to the mountaintop.

On such a road speed comes naturally to the little Bultaco, and I gave the machine its head, sweeping into the uphill bends as the bike's bb-shot exhaust split the morning silence. Cold wind chilled my face and sought out gaps in my clothing as the little Mercurio and I picked up the rhythm of speed: brake, downshift, lean, accelerate, upshift, following the dotted line's path over the mountain.

At the ridgeline, with San Francisco Bay spread out for miles on the east and the salt air freshness of an ocean breeze coming from the west, I dropped the gearbox into neutral and coasted to a stop. Now the eastern sky was drained of its slate gray hue; near the horizon was a pale orange color which faded into dark blue as I raised my eyes to seek out the few remaining stars. It would be a close race to the summit; the Bultaco versus the cold winter sun.

Along the ridgeline the road flattens out a little into more gentle curves. A few quick throttle bursts had the machine in third gear, its engine pitch rising eagerly as it swept into curve after curve, chasing the endless asphalt ever higher up the great mountain.

> "Now it came to pass in those days, that a decree went forth from Caesar Augustus that a census of the whole world should be taken. This first census took place while Cyrinus was governor of Syria. And all were going, each to his own town, to register.
>
> "And Joseph also sent from Galilee out of the town of Nazareth into Judea to the town of David, which is called Bethlehem – because he was of the house and family of David–to register together with Mary, his espoused wife, who was with child."

Early morning smells of damp pine needles and moist red earth poured into my lungs as the speeding Bultaco crested a hill and shot past the little German restaurant, Mountain Home, in fourth, then slowed to set up for the twisty section ahead. The scrub oak ends here and the redwoods begin; this is the shady side of the mountain, colder than ever and slashed with small canyons that must have been cursed soundly by the road builders of long ago. Each little canyon is another tight hairpin and my boot tip feels the pebble-grained roughness of the pavement as the machine darts around curve after curve. In the crisp morning air the sensation is dizzying.

> "And it came to pass while they were there that the days for her to be delivered were fulfilled. And she brought forth her firstborn son, and wrapped him in swaddling clothes, and laid him in a manger because there was no room for them in the inn.
>
> "And there were shepherds in the same district living in the fields and watching their flocks by night. And behold, an angel of the Lord stood by them and the glory of God shone around them, and they feared exceedingly."

The summit turnoff looms up suddenly, and the little Spanish two-stroke blasts over the tricky camber and hurls up the mountain. Steeper now, the road begins its final climb to the summit. The familiar scrub and manzanita return as the road winds back to the east side of the mountain and nears the peal. A blur of white buildings, fencing and a lone guard shivering in his hut mark the passing of the Air Force's radar station. One more rise and the Bultaco coasts to a stop at the top of the mountain.

The parking lot should be empty at dawn on Christmas morning, but a young man in a yellow Porsche and his girl friend are here, too. I pull the bike back onto its center stand and walk to the black pipe railing.

The orange eastern sky pales to near white, and as I watch expectantly the shimmering rim of the winter sun peeks over the eastbay hills, throwing stark shadows across the waters of the bay. The lights of the San Rafael bridge twinkle like a diamond necklace stretched across the water, and far to the south the massive orange towers of the Golden Gate bridge jut majestically into the sky.

The sun climbs higher until it hangs blindingly over the eastern horizon and the magic of dawn becomes the brilliant reality of day. I mount the Bultaco, and not bothering to start the engine, push off down the mountain, reveling in the silence and cold.

> "And the angel said to them, 'Do not be afraid, for behold, I bring you news of great joy which shall be to all the people; for today in the town of David a Savior has been born to you, who is Christ the Lord. And this shall-be a sign unto you: you will find an infant wrapped in swaddling clothes and laying in an manger.'
>
> And suddenly there was with the angel a multitude of the heavenly host praising God and saying, 'Glory to God in the highest and on earth peace to men of good will.'"

Now it is gravity's pull that carries the little cycle through the curves, with only the sound of the tires and the hum of the chain. It is a peaceful feeling, leaning into bend after bend with the empty road beckoning ahead and only the silent trees to witness the Bultaco's graceful progress.

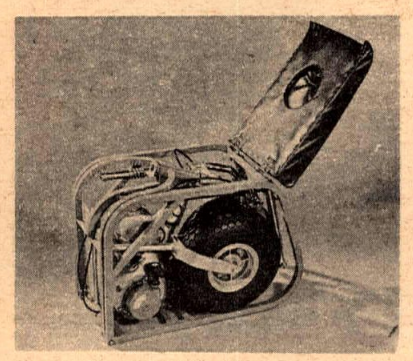
The crunch of tires on the gravel driveway lift me from my reverie and I park the bike and enter the house. Blinded by the sudden steam on my goggles, I sense, rather than see, the delighted children as they rip open their gaily-wrapped presents. From the kitchen came the smells of steaming sausage, baking rolls, eggs, bacon and coffee.

Barbara, I could tell, was upset.

"Hurry," she said, "you've almost missed Christmas."

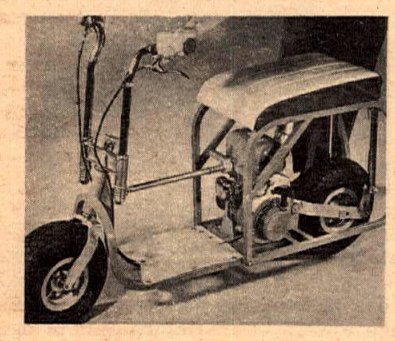
CYCLE NEWS SUGGESTS

GO DEVIL FOLDING SCOOTER



Wouldn't anybody be thrilled to open an ordinary-shaped box and find a portable folding motor scooter?

The gasoline powered two-wheel cycle is light-weight (69 pounds), has a completely automatic transmission, flywheel magneto generator for head and tail lamp attachments, automotive type internal expanding brakes and spring loaded shock absorbers.



Sporting a 2-cycle, one cylinder air cooled motor with 53cc displacement, it delivers 90 miles to the gallon.

christened "Go-Devil", by G.E.M. Sales International, Inc., the folding scooter is precision-engineered to be opened or closed in less than two minutes, without tools.

A heavy vinyl carrying case permits "Go-Devil" to be stored easily inside campers, trailers, car trunks, boats or planes. When folded it measures 16-1/2" high by 24" long by 11-3/4" wide.

The unit is "housebroken" in that it is completely sealed, thus eliminating unwanted fumes and oil drips.

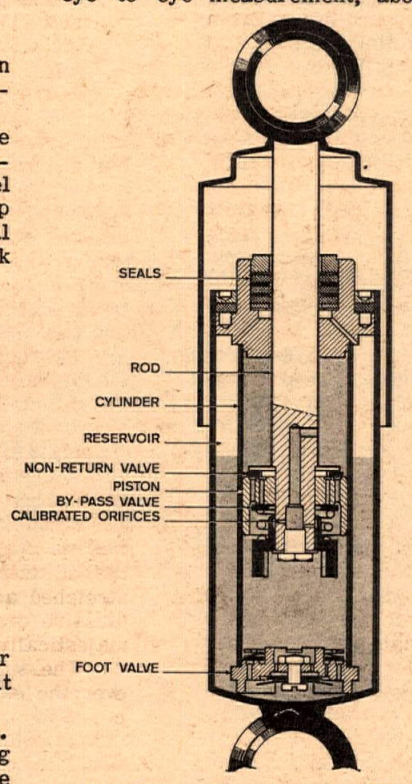
SPEED REED KIT

After you've gone all the way with hopping up a two-cycle racing engine, there is still one more thing you can do, and nothing would please the 2-stroke enthusiast in your family more than the ultimate gift – Reed Induction. BN Supply, Box 651, La Mesa, Calif. 92041 markets the outfit for Hodaka, Bultaco, Montesa and Ossa. It costs $30 for the reed manifold and another $40 for piston and cylinder alterations to take advantage of it. But it's still cheaper than buying a whole new bike to stay competitive. Write for details.

MOTORCYCLE SHOCK ABSORBER

Here's the perfect gift for those who find the shock of opening presents too much for them.

KONI has developed a completely new shock absorber especially for motorcycles. The all new KONI for motorcycles features a choice of six damping positions from full soft to full hard. In addition, you'll get longer shock life because every KONI shock absorber is permanently sealed against dirt, moisture and aeration. Available in 12.5" eye to eye measurement, about $22.



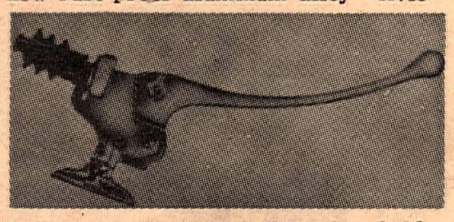
A KONI-equipped Honda 350 won the Mexican 1000 off-road race. Larry Bergquist and Gary Preston ran the entire distance on one set of KONI shocks and said they were still working fine at the finish.

AMAL MANIFOLD FOR HODAKA

Here is a new product for the motorcyclist who wants to add an Amal carburetor to his Hodaka engine. Tedious shop alterations are now eliminated with this sand-cast aluminum alloy intake manifold. Made specifically for joining the Amal carburetor to the Hodaka engine, the manifold comes complete with phenolic heat block, gaskets, bolts and washers. Manifold part number is TOA-101. See your local Hodaka dealer or write Pabatco, Box 327, Athena, Oregon 97813.

NEW ALLOY USED IN CLUTCH AND BRAKE CONTROLS

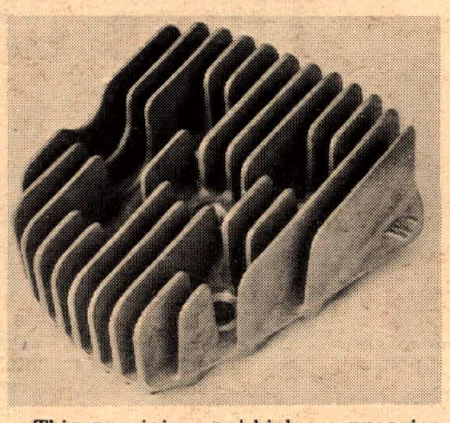
Daytona Products, Inc., are now offering the new "Grand Champion" competition clutch and brake controls. These new controls, manufactured to Daytona's specifications in Italy, are made of the new rust-proof aluminum alloy "Avio-



nal", and are reputedly unbreakable.

"Avional" is the new aluminum alloy being used extensively in manufacturing the Concorde SST in France and England, and is said to be stronger than magnesium alloy. The lever blade itself can be bent into a full circle without breaking and can then be bent back into its original shape without damage. Made for 7/8" bars.

NEW CYLINDER HEAD



This precision cast high compression aluminum cylinder head is designed to increase performance substatially in the DT-1 Yamaha.

The cylinder head also includes 3/4" reach center fire spark plug and a separate cast in boss for a 3/4" reach compression release. It cost $39.95.

TANK TOP TRAVEL BG

Here a gift that trail riders, enduro types, road riders and Baja runners will loave you for. The Corona Touring Bag is 12" long, 8" wide and 4" deep. It snaps onto a pad that straps atop any tank and it's got a clear plastic top for carrying maps, etc. for easy visibility. A handle and shoulder strap is included for carrying it when the bag's off the bike. Order it from BN Supply, Box 651, La Mesa, Calif. 92041. It costs under $15.

NEW SPORT SEATS FROM COSMO

TOP: Solo seat with universal adjustable fittings incorporated. Thick foam padding with lite weight. Length 12", width 9". List price, $11.95. Set of 2 cadmium plated springs for solo seat, $1.25. Rear racing pillion seat for back fender, $7.95.

BOTTOM: Dual type, Scramble or T.T. seat 3" thick foam universal mountings. For racing or customizing. Length 20", width 10", $21.95. Available from your nearest cycle dealer through Cosmopolitan Motors, Inc., 5521 Wayne Ave., Phila., Penna. 19144.

MEYERS LYNX MINI-BIKES

The new creature in the B.F. Meyers & Co. mechanical menagie is the Meyers Lynx, a very healthy mini-trailbike created especially for off-road use. The Lynx line, four mini-trailbike versions ranging in price from $149.50 to $221.50, will be marketed through 140 authorized Meyers & Co. dealers.

The Lynx 65, top-of-the-line model, features a welded steel tubing frame, 6-inch wheels and tires, 5-hp Briggs & Stratton 4-cycle engine, automatic clutch and chain drive, internal expanding rear brake, coil spring front suspension, swing arm and coil spring rear suspension, cast aluminum chain guard, hefty padded Naugahyde seat and baked-on metallic paint.

SUBSCRIBE TO CYCLE NEWS
See Page 2

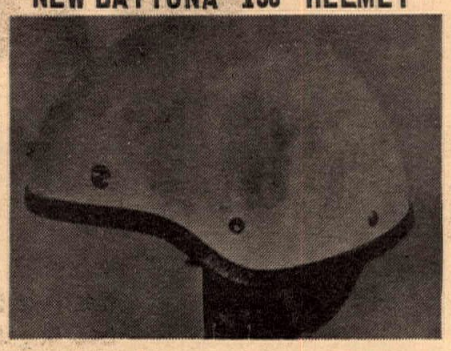
GREEVES RANGER 250cc

This light displacement motorcycle is equipped with lighting, speedometer, and luggage rack. Designed to meet the growing interest in "trail" type motorcycles, the Ranger is built to take any type of rough terrain or conditions in stride. The Ranger should make an ideal "play" motorcycle that combines performance with dependability. Nick Nicholson Motors at 11573 Vanowen St. in North Hollywood, California invites any questions you might have regarding this new fun machine.

HODAKA WINDSCREEN

This new windscreen, custom-made for Hodaka by Avon of England, can be easily attached to handlebars and headlight brackets without altering the bike in any way. All necessary mounting brackets are provided. The Plexiglass windscreen is seated on a fiberglass shell which has been impregnated with Hodaka red. The entire shield measures 28"x26", yet weighs only 4 pounds including mounting brackets. See your local Hodaka dealer and ask for Windscreen Part #CM388.

NEW DAYTONA "150" HELMET



Daytona Sports Co., manufacturers of the popular line of Daytona helmets, announce the production of a new version of their Daytona "150" 3/4 coverage model. This model, designated the Daytona "150" (M) does not include the full neck curtain retention system as with the standard Daytona "150", instead incorporates an ear tab retention system for better ventilation. Carrying a recommended list price of $19.95, the "150" (M) has been certified to meet the "Z90.1" standard and is Snell Foundation approved. Complete details available from Daytona Sports Co., 7032 Darby Avenue, Reseda, Calif. 91335.

STURTEVANT STEEL SHOE

P.A. Sturtevant Co., a leading manufacturer of torque wrenches, announce that their English representative, Jack Emmott Ltd., is manufacturing on a made-to-order bais, a steel shoe for flattracking and speedway.

The U.S. buyer can have one of these shoes in from ten days to two weeks for only $9.00, including cost of the shoe Airmailed. In order to assure that the steel shoe will fit perfectly Jack has suggested that the customer send him a template of the boot sole. Send Postal Money Order for $9.00 and the cardboard template to Jack Emmott Ltd., 5 Dupree Road, Charlton, London S.E. 7., England.

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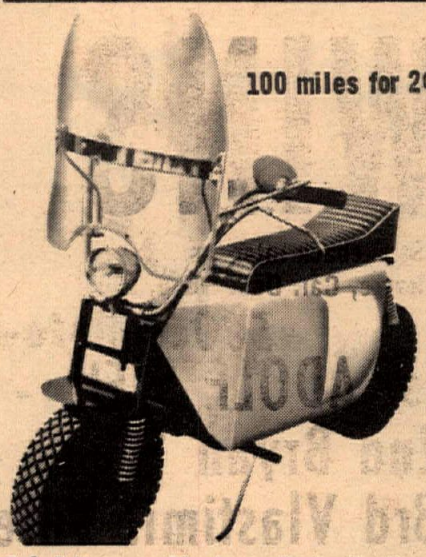


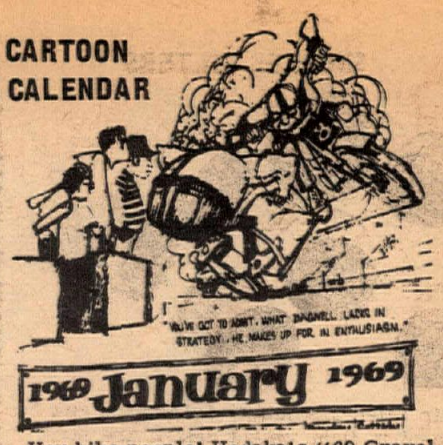
Cal-Jet's new Electracycle is the first major breakthrough in low cost electric transportation. Powered by a 2-speed, 2-1/2 hp fan-cooled 12v power plant, this exclusively designed vehicle can be used indoors or out...with the silence of a Rolls Royce.

With the addition of the swivel carrier, Electracycle will carry two riders or a 300 lb. pay-load for commercial and personal uses. Lists for less than $450. For more information and name of nearest distributor, write Cal-Jet, Inc., Dept. 9, 1801 Avenue of Stars, Los Angeles, Calif. 90067.

MINI-MUFFLERS

Here's a gift idea for the man who occasionally runs his dirt bike close to civilization. Mini-Mufflers are designed to fit 1-1/4 exhaust pipes. They do a decent job of muffling. A single bolt secures them in place. $5.95 each, they're distributed by B & N Supply, La Mesa, Calif.

CARTOON CALENDAR



Hey bike people! Hodaka's "69 Gravel Rash Calendar is out, and it's a gas! "Gravel Rash" is the Motorcyclists almanac, listing all the groovy daily doin's for bike people throughout the year. Kolb cartoons by the hundreds (complete with gassy one-liners) describe the action. Giant sized, Gravel Rash is guaranteed to attrack more attention than fly-paper on a bar stool. Just so's the "beautiful people" can have a copy for their den, pick up a copy from your local Hodaka Dealer, just $3.00, or order one from Pabatco. Address your order to Pabatco Calendar, P.O. Box 327, Athena, Oregon 98713, (please add 50¢ for postage & handling).

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Harley-Davidson of Oceanside
216 Via Del Monte Oceanside, California
(714) 722-0836

KAWASAKI SPEED KITS
120cc & 175cc write or call $46.00 up
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1629 So. Standard Ave.
Santa Ana, Cal. 92707 (714) 543-9688

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YAMAHA
HIGHEST TRADE-IN
239 N. Anaheim Blvd. Anaheim, Cal.
Phone (714) 533-1309

TRIUMPH
Walt Axthelm
Triumph-Suzuki Motors
1049 West 5th Street
Pomona, Calif. (714) 629-8642

THE TWO-WHEELER
SUZUKI
Ready for Immediate Delivery!
867 W. Colton Ave. San Bernardino, Calif.
(714) 885–3445

SNORKEL FILTERS

Air filter assemblies featuring a new concept in light weight design are now being offered by A & A Manufacturing Co.

The complete assembly weights only 4 oz. and is available with center or off-set flanges with various diameter openings to fit all motorcycles.

The filters, available with a choice of 3-1/2" or 7" long paper elements, or 1-1/2", 2-5/8" and 7" lengths using the popular Filtron elements retail for $9.95 to $11.95.

A waterproof air filter that breathes through a snorkel is also available for some motorcycles. A full line of waterproof filters will be released soon.

All filters are available through your dealers or write A & A Manufacturing, 2771 El Camino, Redwood City, California, 94061.

BN MB

Latest in custom equipment for trail class bikes is this speed and handling kit for MB motorcycles by BN Supply, 7500 El Cajon Blvd., La Mesa, Calif. 92041. Kit consists of leading link forks, tuned expansion chamber, nylong 1/4-turn throttle, British scrambler bars, and engine speed goodies. Write for prices and full details.

BOOTS 'N' BIBS

We don't know what they cost, but since Aragon distributes them, we are sure they are bargains. These Kett road racing boots, and bib-type moto-cross leathers are made in England. The boots zip up the back and the pants are padded. To order, see your Aragon Distributing Co. dealer or call (213) 447-8342.

GET A HEAD

Heads off to the new alloy racing replacement distributed by Araon! It comes ready to bolt on the Hodaka 100 and the Kawasaki 120cc bikes. An extra release hole is already there for compression release or spare spark plug, and it gives that extra power and cooling that trail bikes like. Call (213) 447-8342 for the name and address of the dealer nearest you that has them in stock.

INTERNATIONAL MOTO-CROSS RACES

ADOLF WEIL *riding* MAICO

WINS THE BIG ONES WINS

Saddleback Inter-Am
Irvine, Cal. Dec. 7 & 8, 1968

500cc Moto-Cross

1st ADOLF WEIL - MAICO
2nd Bryan Wade - Greeves
3rd Vlastimil Valek - CZ

250cc Moto-Cross

1st ADOLF WEIL - MAICO
2nd Joel Robert - CZ
3rd Bengt Aberg - Husky

Westlake Inter-Am
Los Angeles Area Nov. 16 & 17, 1968

500cc Moto-Cross

1st ADOLF WEIL - MAICO
2nd Joel Robert - CZ
3rd Vlastimil Valek - CZ

250cc Moto-Cross

4th ADOLF WEIL - MAICO

250cc Jr. Moto-Cross

1st GREG SMITH - MAICO

12 of the WORLD'S BEST MOTO-CROSS RIDERS COMPETING

1-MAICO - ADOLF WEIL

4-CZ - Joel Robert - Vlastimil Valek - Dave Bickers - Roger DeCoster

5-Husqvarna - Bengt Aberg - Christer Hammergen Torlief Hansen - Torsten Hallman Pierre Karsmarkers

1-Greeves - Bryan Wade 1-Bultaco - Marcel Wiertz

AVAILABLE AT THESE DEALERS

CALIFORNIA
Swanson Motors Santa Clara
Honda Oxnard Oxnard
Culver City Cycle Culver City
Cycle Center #2 Fremont
Cycle Stop Oakland
Stanton Equip. Ukiah
Tatro Machine San Diego
Motorcycle Service Monrovia
Mullaneys M/C Santa Barbara
Harry D. Wilson Inc. Fresno
Bakersfield M/C Bakersfield
Keener Cycle Visalia
Jewett Motors Modesto
Jorgy's M/C Stockton
C & R Motors Salinas
Orange Co. Cycle Santa Ana
L.B. Tri. & Ariel Long Beach
Macklin M/C Center Norwalk
Dub's Cycle San Bernardino
Shell Motors Lynwood
Tracy's M/C Burbank
Triumph of Burbank Burbank
Lamoreaux Cycle Sunland
K & N M/C Montclair & Riverside
Ike's Cycle Shop Lancaster
Don Vesco M/C El Cajon
Hueneme M/C Serv. Port Hueneme
Doug Douglas San Bernardino
C-H M/C Arlington
Dyer Mfg. Co. San Bruno
Midway Cycle Hemet
Triumph-Suz Motors Pomona
Cycle Mart Milpitas
Petaluma Cycle Cen. Petaluma
San Luis Cyclery San Luis Obispo
Orangevale M/C Cen. Orangevale
Santa Cruz Cyclery Santa Cruz
Richard Miller Eureka
Roberts Motors San Leandro
A & A Motors Redwood City
Sports Center Pittsburg
Campus Suzuki Berkeley
Fairfield Honda Fairfield
Steve Hurd M/C Montebello
Ed Kretz Monterey Park
Lawndale Cycle Lawndale
Crowell Cycles Inglewood

OREGON
Honda of Beaverton Beaverton (Portland)
Harless Outdoor Coos Bay
Indian N.W. Sales Portland
European Motors Corvalis
Roner's Cycle Salem
Lee Miller's Inc. Klamath Falls
Rogue Valley Talent

WASHINGTON
Bridgestone Cycle Kennewick
Bellevue Cycle Bellevue
Budschat Motors Seattle
Northwest Cycle Tacoma
Jerry's Suzuki Tacoma
Empire Cycle Spokane
Selah Cycle Selah
Cliff's Cycle Bremerton
Marketown Motors Oak Harbor
Bridgestone Cycle Kennewick
Bob's Motorcycles Longview
Allan McClain Clarkston
Industrial & Marine Hoquiam

TEXAS
Bob Colwell Sports Fort Worth
Harry's Cycle El Paso
Gene's Honda Plainview
Universal Motors Dallas
Radco M/C Houston

NEVADA
Nevada Cycle Sales Reno
Vegas Cycle Cen. Las Vegas
Rick's Garage Fallon

KANSAS
Overseas Motors Wichita

ARIZONA
Central Cycle Tucson
McDowell Mt. Cycle Scottsdale
Camelback Honda Phoenix

IDAHO
Boise Sport Cycle Boise
Maas Repair Roberts
Dillon Cycle Caldwell
Idaho Cycle Pocatello

OKLAHOMA
Maxwell M/C Seminole

IOWA
Grove & Burk Fort Dodge

MINNESOTA
Championship Cycle Bethel
Leo's M/C Bloomington

SOUTH DAKOTA
Shadco Inc. Sioux Falls
Mac's Motors Rapid City

COLORADO
Rink a Dink Lakewood
Cycle Unlimited Boulder
Timme Motors Pueblo

West of Mississippi **COOPER MOTORS** 2815 W. Olive — Burbank, Calif.

MAICO SOUTHEAST 6918 So. Tamiami Trail Sarasota, Florida 33581

HUSQVARNA

Distributed by
Med-International 4790 Palm Ave.,
La Mesa, Calif. 92103

Inter-am Moto-Cross Series
125cc Jr. Class
1st STEVE GOLDBURG
winner of 3 of 4 in the western series

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HODAKAS
by
CROWELL

Order your custom set up competition HODAKA NOW!

Girling shocks – Extended Front Forks
19" Front wheel – Bobby "J" Air Cleaners
Choice of Tires – Crowell Port Job
Number Plate – Skid Plate
Crowell Tuned Pipe – Fork Brace

10427 Prairie, Inglewood

Phone
(213) 673-5562

Road Riders raise Truck load of Toys and $128

Story and Photos by Rob Robbins

OXNARD, Cal., Dec. 1 – The Marine Corps Reserve got a truckload of assistance on their Toys For Tots drive. This came in the form of nearly 200 new or repairable toys donated by the riders on the Annual Oxnard Toys For Tots Poker Run.

The entire 50¢ entry fee was also given to Sgt. Gary Faulkner, Marine Corps representative. Coupled with the auction of another billfold donated by Pop Stoddard, $128 was collected for under priviledged children.

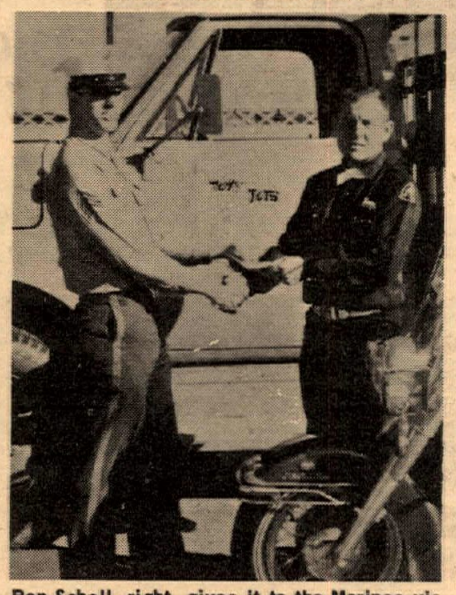
The poker run followed a limed route through the surrounding flat-lands and rolling hills. Then back to the club house where the poker hands were dealt. Carl Kessler and Doral Matlock came out victorious in their respective classes.

Field events were some of the best in quite some time, requiring supreme control and balance at slow speeds. Divided into three classes according to size, all contestants rode a slow race through an obstacle course.

The passenger event must have been designed for carpenters. Jump off the bike, drive a nail, back on the bike to the finish in as short a time as possible. Gary Ruyffeleare, on his first run, took the prize for top steel drivin' man.

The Norwalk Rockets arrived with 12 members to take largest club trophy. Toys were sent by every member of the Hi-Way Kings, along with a $15 cash donation.

(Results on page 16)



Ron Schall, right, gives it to the Marines via Gary Faulkner.

Ride a bike and drive a nail.

CAM BOOK AVAILABLE

Harry Weber, long time speed equipment manufacturer has announced his new book, "High Performance Motorcycle Cams." Written from a layman's viewpoint, the new book has many tips on exactly how the motorcycle cams performs in relation to other internal combustion engines.

Proper cam selection is also covered in some detail. It is pointed out that the cam designer is called on to furnish a breathing unit that allows for maximum output on both ends of the RPM range. Practical advice on how to achieve this result is furnished.

The book is available for 50¢ from: Weber Speed Equipment, 310 S. Center Street, Santa Ana, Calif. 92703.

THE BIGGEST EVENT OF ITS KIND IN THE UNITED STATES!

GRIPSTERS MOTORCYCLE CLUB

PROUDLY PRESENTS THE SECOND ANNUAL

ELSINORE GRIPSTERS MOTORCYCLE CLUB '69 GRAND PRIX

GRIPSTERS MOTORCYCLE CLUB, INC.

(A NON-PROFIT CORPORATION)

Motorcycle Race Entry

NAME ..... AGE ..... PHONE .....

ADDRESS .....

I am a bonafide member of the ..... Club.

A.M.A. Number ..... Expires ..... District Riding No. .....

Make Motor ..... Engine Number ..... Cu. In. .....

I will enter in the ..... Class. Amateur ☐ Expert ☐ Novice ☐

Riding or Sidecar Partner .....

ASSUMPTION OF THE RISK AND WAIVER OF PERSONAL INJURY CLAIM

Under the rules and sanction of the American Motorcycle Association, I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District Committee and I further agree to hold blameless the American Motorcycle Association, the Gripsters Motorcycle Club, Inc. and any property owner or owners and agree to assume any and all risks for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate.

I have read this entry blank. Yes ☐ No ☐

Signatured required ..... Date .....

STATEMENT OF NOTARY

(Required for applicants under 21 years of age)

I, _____, being of legal age, do hereby Certify that I am the _____ of _____, a minor. I further sayeth that I hereby give my consent for said _____, minor, to compete in all Gripsters Motorcycle Club Inc. events, hereby releasing the A.M.A., District 37 Sports Committee, property owners, and Gripsters Motorcycle Club, Inc. for any and all liabilities. This statement of consent is valid until January 1, 1970.

Dated this _____ day of _____ 19____

_____

STATE OF CALIFORNIA

COUNTY OF _____

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

_____
Notary Public in and for said County and State

ELSINORE GRAND PRIX

100 MILES OF OPEN COUNTRY — SAND WASHES — MOUNTAIN ROADS — AND THROUGH THE CITY STREETS OF ELSINORE

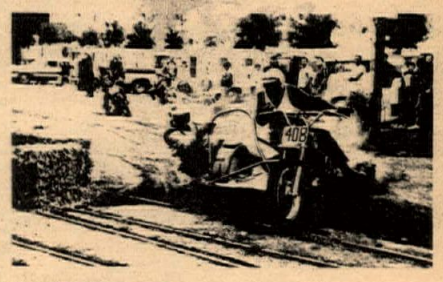
FEB. 8th - 9th 11:00 A.M. RAIN OR SHINE

SATURDAY — SMALL BIKES

SUNDAY — BIG BIKES — SIDE HACKS

AMA-SANCTIONED

DIST. 37 POINTS — DESERT — SCRAMBLES



FREE ADMISSION

- RIDER ENTRIES NOW OPEN — CLOSE JAN. 18, 1969 MIDNITE
- MAIL ENTRIES ONLY — RIDER'S ENTRY FEE $10.00 — NO REFUNDS
- START POSITION DETERMINED BY POST MARK — WE ASSIGN NUMBERS POST ENTRY $25.00

0-250 CC. — SMALL BIKES
Mail Entry to
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7582 E. 11th St.
Buena Park, Calif. 90620

251 C.C. – OPEN BIG BIKES – SIDE HACKS
Mail Entry to
GRIPSTERS M.C.
703 S. Olive St.
Anaheim, Calif. 92805

ONLY OFFICIAL **GRIPSTERS M.C.** ENTRY BLANKS ACCEPTED

MOTELS — GAS STATIONS — CAMPING AVAILABLE IN ELSINORE, CALIF.

Drag Racing

Lion's Purses $100 for February

By Dan Zeman

Entries have been low the last few weeks at Lion's, with the bikes running on cold, damp Saturday nights. Saturday, the 7th, brought a dozen or so cycles out, but only to be sent home before eliminations – that is, if they could find their way home through the fog.

Saturday, Dec. 14th, is the last day of racing for 1968 at Lions. The gates open at 1:30 p.m. with eliminations at 6 p.m.

Sunday, Jan. 12th, is the Lion's opening day for cycles, with the usual event. The first Sunday in February, there will be a big change. C.J. Hart, Lions Strip manager, has promised $100 per week for four straight weeks. If attendance and entries rise by the end of those four weeks, the money will rise. If there is no increase, the money will drop accordingly.

The $100 will be divided among the classes, with a 'Top Bike' in each division. For instance, in Street division, the winner of each class (after receiving their trophies) will run off against the next higher class. Winner of 'A' Street will race the winner of 'B' Street, 'C' will race 'D' and 'E' will race 'F'.

The bike that comes out on top, after all others have been eliminated, will take home the Top Street gold. The same thing applies for Modified and Gas divisions. Top Street will receive $10, Modified, $15, and Gas $25. The remaining $50 will go to the Top Bike winner. Any bike running gasoline that wants to run with the fuel burners will have to run in the elevens or faster.

Rayborn To Bigger Money

By Bill Harmer

HOLTVILLE, Cal., Dec. 8– Cal Rayborn, National number 25 and third in National AMA point standings for 1968 has purchased a Camero Trans-Am class racing car, and has three successful SCCA races under his belt.

Using the same smooth style that has won him all the major motorcycle road races, Cal finished second in his first automobile race at Las Vegas in early November.

At the Phoenix International Raceway on Dec. 1st he not only won his own Trans-Am class but finished first overall.

Today at Holtville Raceway in a San Diego regional SCCA meet, Rayborn easily won his class and finished third overall in spite of losing his brakes.

In an interview later, Cal said he is not forsaking cycle racing. He is still under contract to Harley-Davidson and is planning the 1969 campaign starting at the Houston Astrodome.

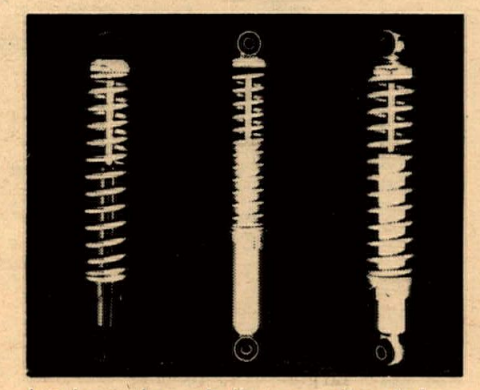
Rayborn said motorcycle road racing is a bigger thrill than car racing but then added shyly that the prize money makes that sport look highly attractive.

He plans on getting as much auto racing experience as he can next year, as long as it doesn't interfere with his cycle racing dates.

CERIANI REAR SUSPENSION UNITS BLANKET ROAD AND SPORTS

Ceriani (pronounced Cherry-ah-nee) spring/damper assemblies are now produced in quantity for cross-country and road competition, with the latter being unsurpassed for street use as well.

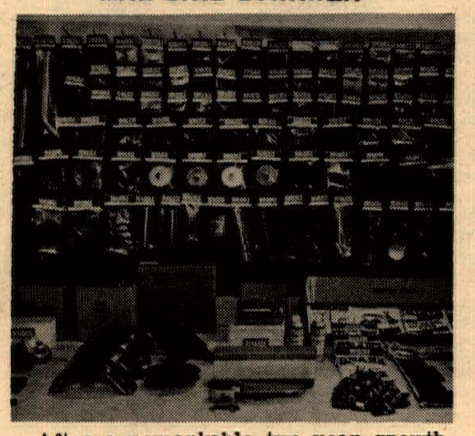
Pictured here are the three prime designs, beginning at left with the #2350 Moto-Cross unit, available in lengths of 11-7/8", 12-3/4" measured from center-to-center of the mounting holes. The large diameter body of the damping assembly is black, and the oil-tempered springs are chrome plated. At the center is the #2425 for under 125cc bikes.



The #2404 Road Racer units are at the right and feature lightweight alloy bodies and a five-step spring adjustment– compared with three on Moto-Cross designs – for finest adjustment for course conditions and rider weight. Lengths are 11-7/8" and 12-3/4". Additionally, all three are completely rebuildable when occasion demands, saving many dollars over the cost of replacing sealed units furnished on most motorcycles. Even so, initial price is highly competitive at $39 per pair for the larger two, and $36 for the lightweights.

National distributor is Steen's Inc., who supply motorcycle dealers in every state, or will fill riders' needs by direct mail order. Write them at Box 2276, Alhambra, California 91803, or visit them at 1635 W. Valley Blvd. in Alhambra

MINI-BIKE BONANZA



After a remarkable two-year growth put them fifth in the U.S. in unit sales of motorcycles and first in minibikes, Bonanza Industries has formed a replacement parts division.

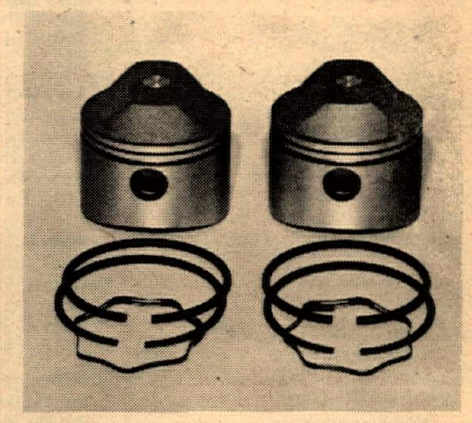
"We're following the lead of the auto industry," explained Mike Farrand, Director of Marketing, "by providing complete parts service to customers and parts profits to dealers. Bonanza customers are not 'orphaned', but can be sure of immediate service from our dealers without having to wait until a part comes from the factory."

The Replacement Parts Package consists of a balanced supply of those parts that some 70,000 Bonanza minibike customers have shown are needed. The package is required for all new dealers and recommended to all old dealers.

★ TECHNICALITEZE ★

Two-cycle engine troubles have been traced to seemingly insignificant sources. Excessive plug fouling can be due to dust leaking past air cleaner assembly screws.

H-D Sportster - Dragster



BIG BORE and STROKER PISTONS $21.95

Dragon Products – P.O. Box 89, Duarte, California 91010

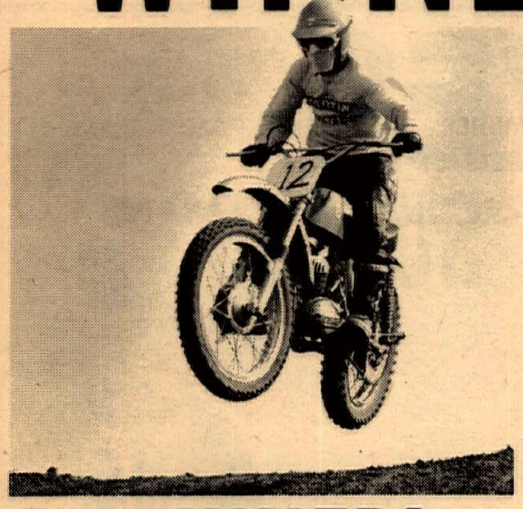
Ride Saddleback Park OPEN DAILY

Take Chapman Ave. East off Newport Fwy. to Santiago Cyn. Rd., Turn right to entrance. Phone 714/639–5832.

125cc INTERNATIONAL MOTO-CROSS

SADDLEBACK PARK - DEC. 7&8

WINNER: MARCEL WEIRTZ - BULTACO



Other Contestants

Joel Robert - Sachs
Lars Larsson - Penton
Keith Mashburn - Yamaha AT1
Claes Nilson - Penton
Joe Bahari - Zundapp
Bob Bailey - Sachs
Gary Bailey - Penton
Walt Axthelm - Sachs
Russ Robinson - Suzuki

A WINNER!

BULTACO SHERPA 'S'

125cc 5 SPEED 21.1 hp

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Santa Clara, Calif. 95050
(408) 241-4672

NEVADA TRAILBLAZERS MOTO-CROSS
Reno, Nev.
Sun., Nov. 3, 1968

100cc NOVICE
John Schmidt — Hod
Loren Olson — Sac
Gary Hornby — Hon

125cc NOVICE
Charles Smart — Pen
Ron Harlow — Pen

125cc AM./EX.
Carl Cranke — Pen
David Worth — Pen

200cc NOVICE
Bill Krejie — Bul
Mike McGowan — Bul
Larry Heiser — Bul

250cc NOVICE
Kim McKim — Bul
Tom Willis — Bul
Joe Barham — Yam
Tom Hammer — —
Barry Torgerson — Bul

250cc AM./EX.
Bob Meyers — Bul
Barcky Trehal — Gre
Dave Duarte — Hus

500cc NOVICE
Dan Rasmusson — C-Z
Harry Jephson — Mai
Harry Johnson — Hus

500cc AM./EX.
Robert Haustein — C-Z
Martin DeVries — Hus
Bill Dawson — Mon

650 NOVICE
Jim Conway — BSA
Elvon Hoskins — Tri

650cc AM./EX.
John Van Hoove — Tri
Jerry Hybarger — Hon

ORANGE COUNTY SPEEDWAY
Sun., Dec. 1, 1968

FLAT TRACK
125cc TROPHY DASH
Scott Autrey — Hod

125cc MAIN EVENT
Scott Autrey — Hod
Jim Cooke — V-T
Don Cress — Kaw
Ron Ladd — Yam
R. Purcupile — Kaw
Mark Dolce — Bul
Joe Jones — Kaw

250cc TROPHY DASH
Mark Kruse — Duc

250cc MAIN
Mark Kruse — Duc
Bill Bartels — H-D
Dick Stevens — Bul
Mike Van Scoy — Hon
Mark Dolce — Bul
Ed McGregor — Bul
Caroll Heiland — Kaw
Joe Jones — Bul

T.T. EVENTS
125cc TROPHY DASH
John Freis — Suz

125cc MAIN
John Freis — Suz
Caroll Heiland — Kaw
Ron Ladd — Yam
Jim Cooke — Yam
Mark Dolce — Bul
Bob Huntsman — Hod

250cc TROPHY DASH
Bill Bartel — H-D

250cc MAIN
Bill Bartel — H-D
R. Purcupile — Kaw
Wes Lobo — Bul
Dick Stephens — Bul
Jim Poe — Bul
Ken Ratzloff — Bul
Mark Dolce — Bul
Chuck Clark — Mon

SAN JOSE INDOOR SHORT TRACK
Santa Clara County Fairgrounds, 11-30-68

By W.H. Spencer

SEMI #1
1. Gregg Hodges — Suz
2. Mike Yarn — Bul
3. Russ Powell — Bul

SEMI #2
1. Butch Corder — Tri
2. Nick Theroux — Hon

CONSOLATION
1. Ron Davies — Hon

MAIN
1. Butch Corder — Tri
2. Gregg Hodges — Suz
3. Mike Yarn — Bul

CALIF. INTERNATIONAL GRAND PRIX
Sun., Nov. 24, 1968

(Other results last issue)

SIDECARS
Hummer/Gulbransen — H-D
Roesch/Goodnight — H-D
Shorrow/Balisteri — Tri
Person/McGillivray — Tri
Fanara/Calleri — Tri

INTER-AM MOTO-CROSS
Saddleback Park
Sun., Dec. 8, 1968

By Maureen Lee

500cc SR. INTERNATIONAL
Adolf Weil — Mai
Bryan Wade — Gre
Vlastimil Valek — C-Z
Ron Nelson — Mon
Jim Wilson — Gre
Walt Axthelm — C-Z
Tim Hart — C-Z
Steve Hurd — Mai
Bob Kulek — Hus

DNF
Christer Hammargen — Hus
Gary Bailey — Gre
Dave Bickers — C-Z
Roger DeCoster — C-Z
Russ Darnell — Hus
Lars Larsson — Hus
Pierre Karsmarkers — Hus
Chuck Minert — BSA
Joel Robert — C-Z
Bengt Aberg — Hus
John De Soto — Mon
Marcel Wierz — Mai
Gene Gornnert — Hus

500cc SPORTSMAN EVENT
Barry Bromfield — Hus
Al Baker — Mon
Robert Vaca — Bul
Ronnie Bunn — C-Z
Dennis Keefe — Hus
Bruce Baron — Kaw
Tom Rapp — Mai
Oren Hutchinson — Mai
Richard Frampton — Bul
Bud Hedrick — Hus

OPEN SPORTSMAN CLASS
Mike Haney — Tri
Curt Horst — Tri
Ken Sparkman — Tri

250cc JUNIOR CLASS
Ronald Fry — Hus
Barry Bromfield — Hus
David Aldana — Oss
Bob Steffan — Gre
Richard Savala — Suz
Howard Jackson — Hus
Rick Hall — Yam
John Morris — Yam
Ron Miller — Hus
Charles Strommenger — Mon
Mark Blackwell — Yam
Dan Reyes — Bul
George Erl — Bul
Robert Shugrue — Hus
Melvin Shapiro — Gre

DNF
Charles Curnutt — Hus
Dick Vick — Hus
Burnie Pesho — Yam
J.T. Parker — Gre
Dennis DeGraff — Suz

125cc JUNIOR EVENT
Steve Goldberg — Hod
Bruce Baron — Pen
Bill Gomen — Hod
Mickey Burton — Pen
John Audcig — Kaw
Jim Sherman — Hod
Marshall Neibert — Sac
Steve Feld — Hod

125cc SENIOR EVENT
Marcel Wierz — Bul
Claes Nilson — Pen
Gary Bailey — Pen
Walt Axthelm — Sac
Keith Mashburn — Yam
Russ Robinson — Suz
Bob Bailey — Sac
Joe Bihari — Zun

ENGLISH TRIALS
Littlerock, Cal.
Sun., Nov. 24, 1968

MASTER
1. Bob Nickelsen — 250 Bul
2. Jack Ward — 230 Oss
3. Bob Grove — 250 Bul
4. John Walters — 250 Bul
5. Gary Davis — 250 Gre
6. Lee Rombeau — 90 Hod
7. Joe Lavigne — 250 Dot
8. Duane Stone — 250 Bul
9. Jim Cameron — 175 Mon
10. Bob Lersch — 250 Bul

EXPERT
1. Ed Davenport — 100 Hod
2. Louie Dunn — 250 Gre
3. Tom Stowers — 250 Gre

AMATEUR KIDS (Under 12)
1. Debbie Evans — 100 Yam
2. Ronald Fry — 80 Yam
3. Randy Rader — 50 Gar
4. David Wassell — 80 Suz
5. Wayne Fry — 80 Yam
6. Glen Stone — 80 Yam

AMATEUR – WOMEN
1. Doreen Portner — 90 Hon
2. Mollie Jones — 250 Gre
3. Diana Earl — 100 Hod
4. Edna Evans — 125 Yam
4. Carol Lawrence — 90 Hon
5. Joanne Olement — 90 Hod
6. Debbie Rader — 90 Hon

AMATEUR ULTRA LTWT.
1. Gary Lane — 100 Hod
2. Nancy Walters — 90 Hod
3. Hank Kerlin — 100 Hod
4. Dale Brooks — 100 Yam
5. Dennis Lane — 100 Hod
6. Fred Haas — 100 Hod
7. Bill Earl — 80 Hon
8. Bob Devore — 90 Hon
9. Jeff Norman — 90 Hod
10. Devore Fortney — 100 Bul
11. Harry Greer — 50 Sac
12. Larry Frakes — 90 Hod
13. N.H. Fischer — 90 Hod
14. Gary Jones — 90 Hod
15. Dean Klippert — 100 Hod
16. Devore Fortney — 80 Yam
17. Norm Dollarhide — 100 Hod
18. John Buxton — 100 Hon
18. Frank Gerwat — 65 Hod
19. Lowell Stanley — 100 Yam
20. Steve Van Wormer — 90 Hon

AMATEUR LIGHTWEIGHT
1. Bill Batzloff — 250 Cot
2. John Murray — 250 Bul
3. Lloyd Davis — 200 Tri
3. Ron Boughton — 250 Yam
5. William Smith — 250 Bul
6. Wally Albright — 250 Bul
7. Carrol Stone — 250 Gre
7. Mike Hans — 250 Cot
9. Bob Hans — 250 Bul
10. Cary Temple — 250 Bul
11. Bill Wightman — 250 Gre
12. Fred Shader — 250 Bul
13. John Schulz — 250 Spr
14. Gene Martin — 200 Tri
14. Tom Conley — 250 Gre
16. Bill Haynes — 250 Gre
17. Gary Becker — 250 Bul
17. Jack Hering — 250 Bul
19. Russ Wassell — 250 Yam
20. Gary Stewart — 250 Bul
21. Gene Garsha — 250 Bul
22. Francis Stewart — 250 Bul
23. Lawrence Hess — 250 CZ
24. Bill Ocheltree — 250 Gre

AMATEUR HEAVYWEIGHT
1. Jim Kayser — 252 Bul
2. Allen Johnson — 360 Mai
3. Richard Kuehn — 305 Hon
4. Arnold Dreier — 441 BSA

SHAMROCK 2 WHEELERS MC CLUB MUD SCRAMBLES
Sun., Nov. 24, 1968

By Marie Layton

OPEN CLASS MOTO-CROSS
1. Robert Leach — C-Z
2. Jay Demaris — C-Z
3. Harvey Crawley — C-Z
4. Don Schonberg — Mai

305 CLASS A MAIN
1. Jim Smith — C-Z
2. Dale Demaris — Bul
3. Gary Olsen — Yam
4. Harvey Crawley — C-Z

305 CLASS B MAIN
1. Don Yates — C-Z
2. Tom Paschen — C-Z
3. Ronnie Smith — C-Z
4. Richard Smith — C-Z
5. Jerome Walen — Kaw

200 CLASS MOTO-CROSS
1. Tom Gilkison — Bul
2. Forrest Hiner — Bul
3. Dave Doughton — Bul

100 CLASS A MAIN
1. Don Blatchford — Kaw
2. Tom Noakes — Hod
3. Greg McAllen — Hod

100 CLASS B MAIN
1. Les Kaltenbach — Bri
2. Perry Quiring — Hon
3. Mike Hubbs — Kaw

TOYS FOR TOTS POKER RUN
Sun., Dec. 1, 1968

By Rob Robbins

Largest Club: Norwalk Rockets
Special Club Award: Hi-Way Men
Long-distance Rider: Don Kinkade (Fresno)
Oldest Mcy.: Bill Edmondson (33 Ind.)
Hard Luck: Bert Molitoris
Special Award: Harold Fritz Jr. Hobie Katz
Sweepstakes Drawing: Dale Stoddard

FIELD EVENTS:
Div. A 1. Jarvis Booth
2. Jack Whetnall
Div. B 1. Bill Edmondson
2. Lawrence Peck
Div. C 1. Bob Martinez
2. Bert Jepson
Passenger: Gary Ruyffeleare

POKER HANDS:
1. Carl Kessler
2. Mike Stoddard
3. Jerry Henthorn
Passengers:
1. Doral Matlock
2. Gary Ruyffelseare
3. Nancy Stoddard

FINAL COMBINED ENDURO PT. STANDINGS
1968 District 37

1. A Bill Redwood — 450
2. A Mike Patrick — 430
3. A George Green — 365
4. A Richard Chase — 360
5. A Marvin Parry — 350
6. A Bob Steffan — 337
7. A Phil Bowers — 295
8. A Tom Ruddy — 290
9. A Lyle Taylor — 275
10. A Gene Burcham — 274

LIGHTWEIGHT DESERT District 37 POINT STANDINGS
(Through Ram's Run, Nov. 17)

1.	Ex	Larry Bergquist	2210	20 rides
2.	Ex	Gary Cole	1605	19 rides
3.	Ex	Glen Thomas	1300	18 rides
4.	Ex	Dan Kline	1236	20 rides
5.	Ex	Phil Bowers	1185	12 rides
6.	Ex	Bob Rodine	1180	16 rides
7.	Ex	George Zuber	1167	19 rides
8.	Ex	Dennis Torgerson	1146	19 rides
9.	Ex	Bruce Dunford	1140	17 rides
10.	Ex	Tom Muto	1105	18 rides
11.	Am	Harold King	965	20 rides
12.	Ex	Garry Schuelke	938	18 rides
13.	Ex	Bob Kulek	905	14 rides
14.	Ex	Bill Ydiando	897	14 rides
15.	Ex	Dave Miller	839	17 rides
16.	Ex	Gary Griffin	830	11 rides
17.	Am	Terry Trachy	791	18 rides
18.	Ex	Gary Conrad	745	8 rides
19.	Am	Bill Walters	735	16 rides
20.	Am	Jim Corning	710	11 rides
21.	Ex	Carroll Ditson	706	16 rides
22.	Am	Donald McNamee	677	15 rides
23.	Ex	Charlie Hockie	671	10 rides
24.	Ex	Ron Bishop	660	9 rides
25.	Ex	Bill Harry	640	10 rides

LIGHTWEIGHT DESERT CLUB POINT STANDINGS – 11/17/68

1. Buzzards — 7903
2. Victors — 6533
3. Checkers — 5240
4. San Gabriel — 4925
5. So-Cal — 4054

SATURDAY NIGHT TT
Perris, California
Sat., Nov. 30, 1968

By Kirk McDowell

55cc
Rick Parker — Hon
Gary Caldwell — Suz
Mike Myers — Hon

100cc NOVICE A MOTO
Mark Bailey — Hon
Walt Foster — Suz
Bruce Alford — Suz

100cc NOVICE B MOTO
Bob Sanders — VT-Yam
Jim Howerton — Hon
Rob Morrison — Yam

200cc
Jim Howerton — Hon
Bob Shurley — Pen
Sandy Termin — Hod

250cc NOVICE A MOTO
Doug Mason — Yam
Hugh Long — Bul
Paul Lass — Bul

250cc NOVICE B MOTO
Stu Cox — Bul
Dennis Creason — Bul
Larry Stapleton — Yam

HEAVYWEIGHT
Doug Mason — Yam
Vince Graves — Bul
Bob Rudd — Hon

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Gardena, California 90247
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4th Ron Nelson – Montesa
5th JIM WILSON - GREEVES
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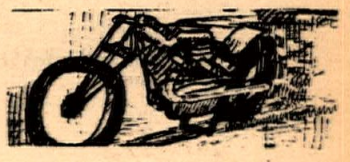

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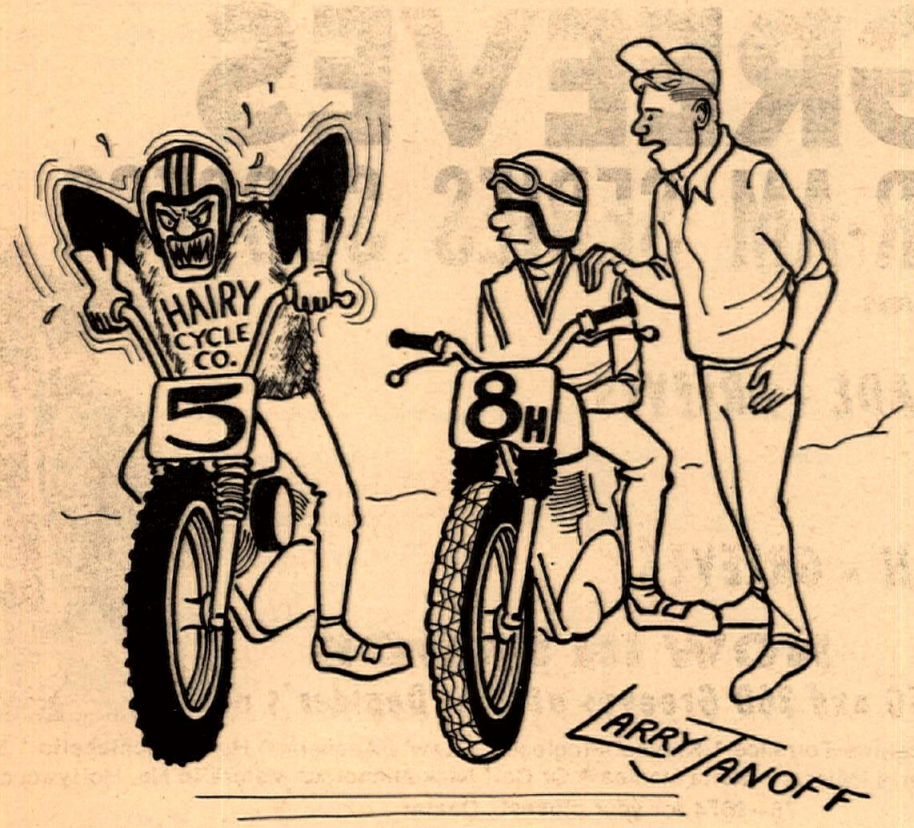

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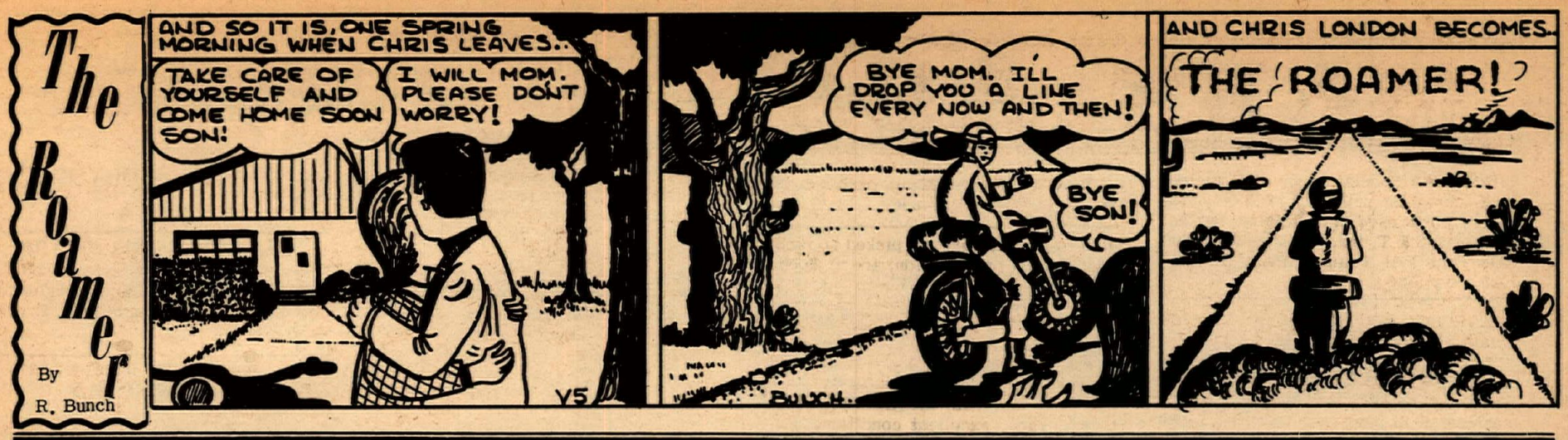

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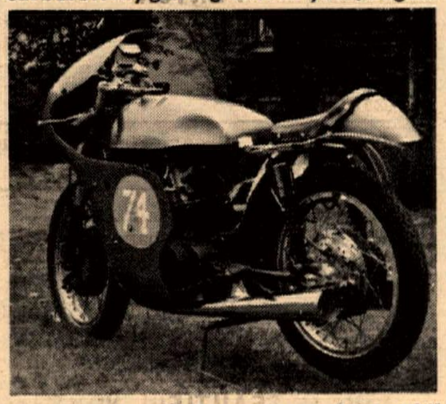
ROAD RACER – 350 HONDA
PM cams, pistons, five speed, amal GP carburetors, girling shocks', etc. Engine



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'69 R 50 US – R 60 US, Telescopic forks $1095.00 and up. Sportscycles (213) 352-5918.

1968 KAWASAKI 238cc, Roehr pipes, Filtron engine. Blueprinted, 21'' Akront, 3 gallon glass tank. Many spares, never raced, very clean. (213) 766-8743 or 761-5677.

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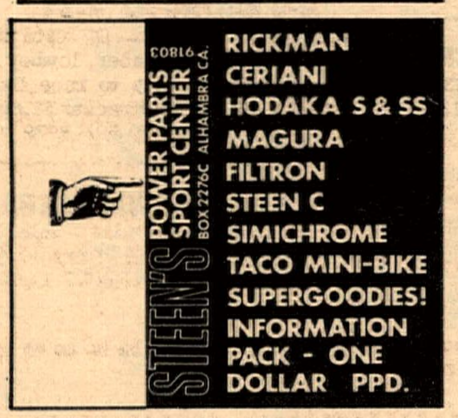

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'62 TR5, EXT. forks, Bates seat, Q-cleaner, Al. oil tank, Barnett clutch, torque cams, skid plate, new chain tires & shocks, fast and dependable. $500. (805) 252-2613.

1963 TRIUMPH 500 desert bike fast, dependable, many extras $450.00. (213) 583-8274.

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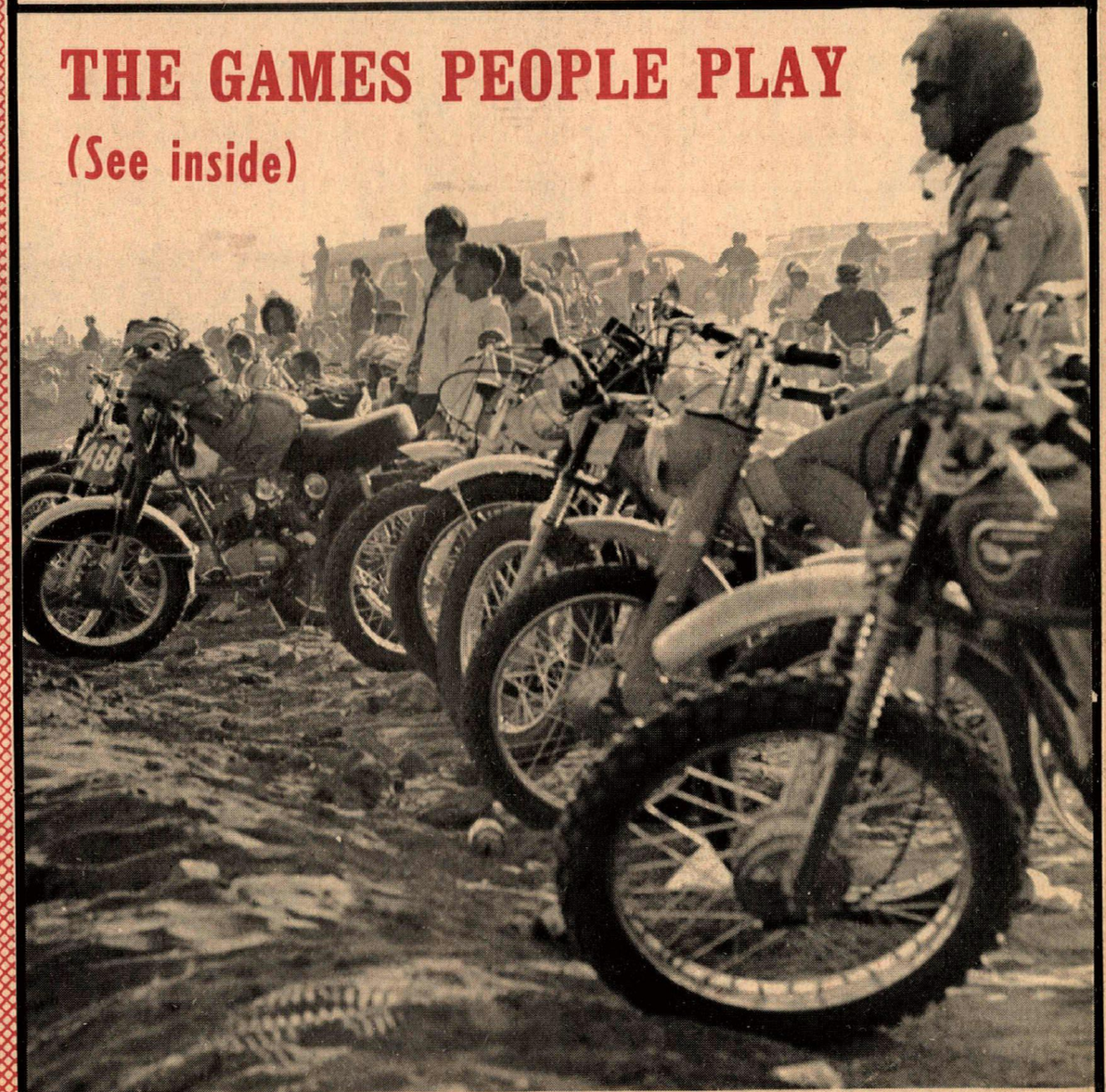
THE GAMES PEOPLE PLAY

(See inside)



Spectators totalling 22,000 watched Adolf Weil of East Germany annihilate the competition aboard his super-powered Maico in the 500cc International class at Saddleback Park in Orange County, California Dec. 8.